

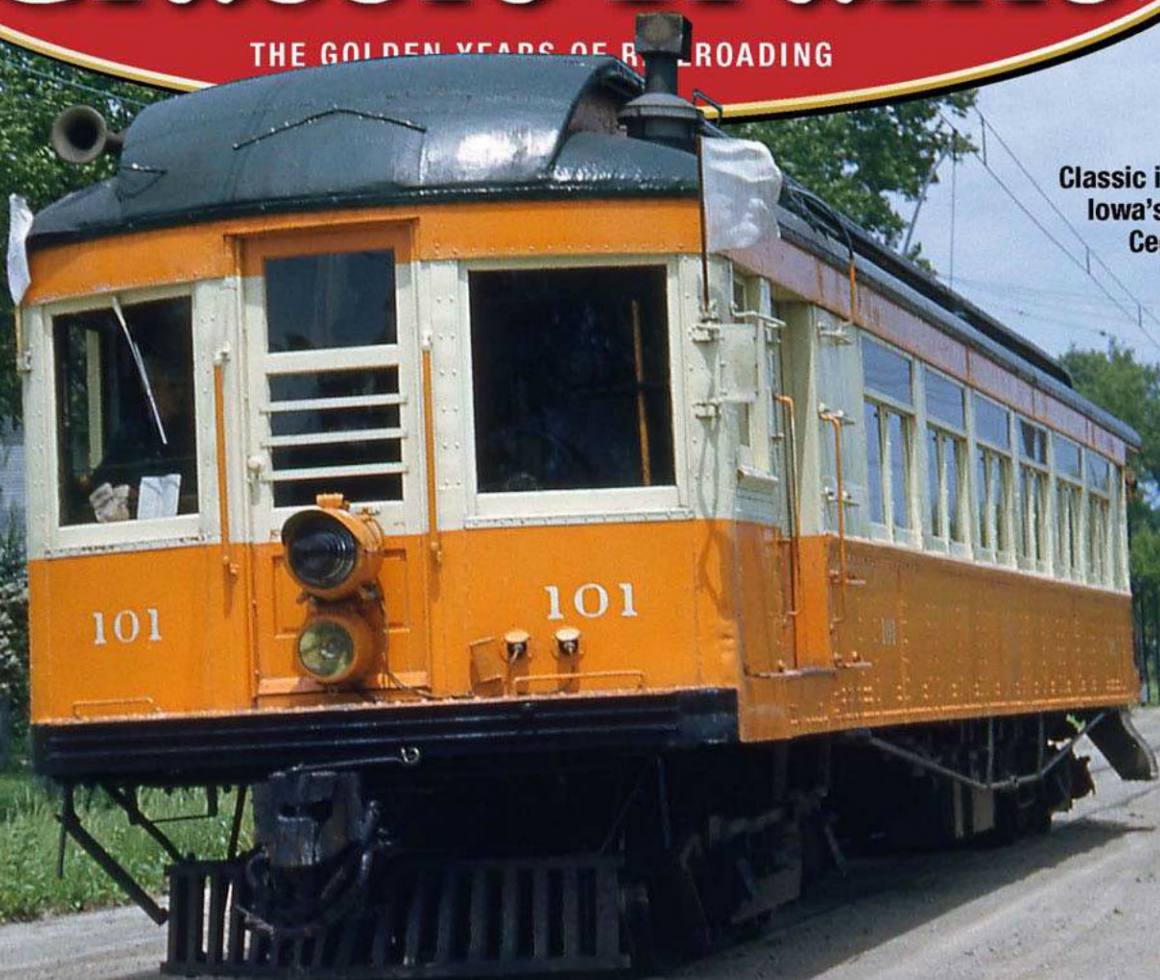
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Summer 2013

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Cedar Falls &
Northern,
1949



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North Shore Line • Pacific Electric • 10 landmark car designs • Rare photos

◀ **Searching for steam in 1952** p. 60

MoPac's extreme 2-8-8-2 p. 86

Yellow Alco diesels on a coal-hauler p. 82

Riding Pullmans to Cass, West Virginia p. 72

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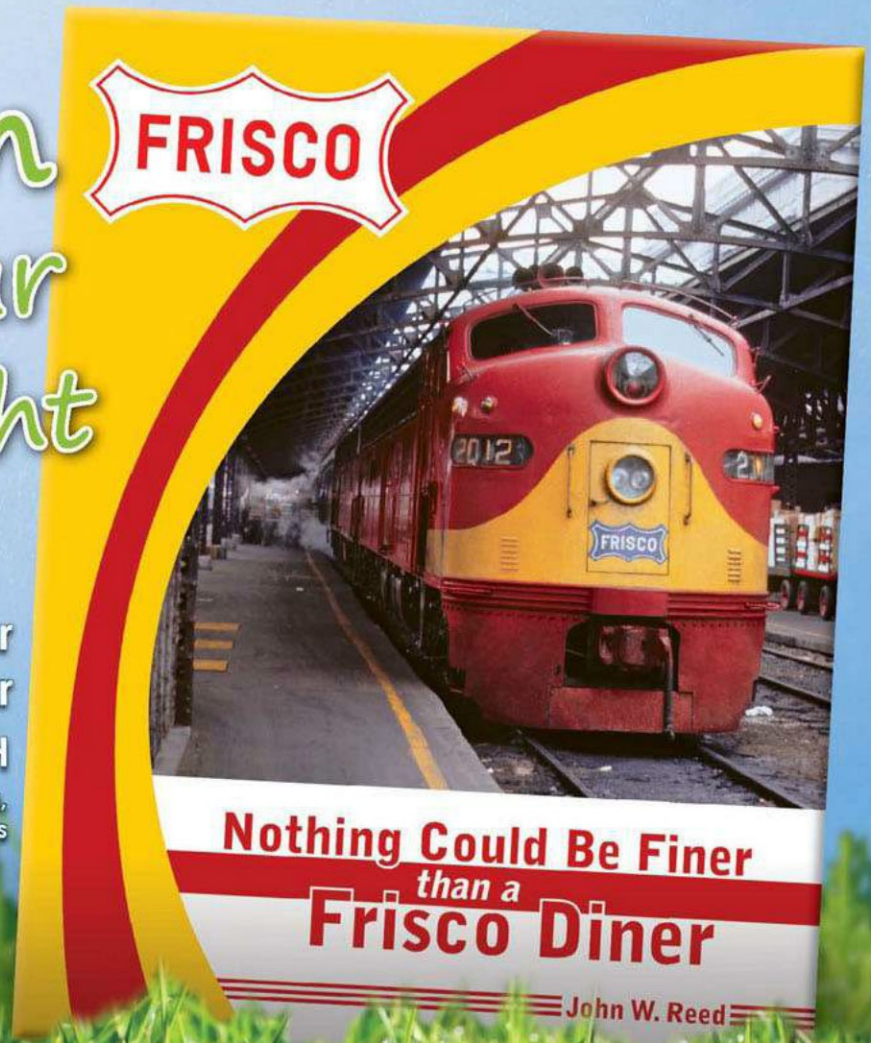


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 Graphic Designer **Drew Halverson**
 Editorial Assistant **Diane Laska-Swanke**
 Contributing Illustrator **Bill Metzger**
 Librarian **Thomas E. Hoffmann**
 Publisher **Diane M. Bacha**

Editorial

Phone: (262) 796-8776
 E-mail: editor@classictrainsmag.com
 Fax: (262) 798-6468
 P.O. Box 1612
 Waukesha, WI 53187-1612

Display Advertising sales

Phone: (888) 558-1544, ext. 625
 E-mail: adsales@classictrainsmag.com
 Fax: (262) 796-0126

Customer service

Phone: (800) 533-6644
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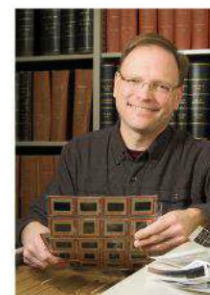
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What was an interurban?



The segment of the flanged-wheel-on-steel-rail world to which we devote 40-plus pages in this issue—interurban railways—was a fascinating hybrid. There's no rigid definition, but to set some parameters we turned—as we did so many times while assembling this special section—to the definitive book on the subject: George W. Hilton and John F. Due's *The Electric Interurban Railways in America* (Stanford University Press, 1960). Hilton and Due define an interurban as having most or all of these characteristics: electric power, primary emphasis on passenger service, equipment that was heavier and faster than city streetcars, and operation on streets in cities but at the sides of highways or on private right of way in rural areas. (In addition to Hilton and Due's book, we must also acknowledge the many invaluable works by the late traction historian William D. Middleton.)

The term “interurban,” popularized in the 1890s by Indiana promoter Charles F. Henry (“the father of the interurban”), also came to refer to the lines’ rolling stock, which ranged from streetcar-like equipment to big multiple-unit cars like those used on electrified suburban lines of “steam railroads” (i.e., “real railroads,” which tended to view interurban lines as unworthy, lightly built upstarts).

Using the same technology as city trolley systems, interurbans introduced a similar level of personal mobility to residents of small towns and rural areas, whose best travel option had been dirtier, costlier, and less convenient steam trains. However, overall the interurbans proved to be merely a transitional step between railroads and the almost infinite freedom of the private automobile.

The interurban heyday was brief, spanning from the late 1890s until the mid-1910s. Mileage peaked in 1917 at 18,000, with 40 percent located in Ohio, Indiana, Michigan, Illinois, and Wisconsin. By the end of World War I, what we consider as the beginning of 20th century railroading's “classic era,” many lines were in trouble. The proliferation of cars and paved roads, then the Great Depression, virtually annihilated the interurbans by World War II. Those that survived tended to be more reliant on commuter or freight traffic than a typical line of a generation before. Even though (and maybe partly because) the interurbans were an economic failure, they constitute a uniquely appealing chapter of rail history.

Robert S. McGonigal
 Editor



The heavy steel cars of Indiana's Union Traction Co. suggested a solidity that the interurban industry never really enjoyed. O. F. Lee collection

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ClassicTrains

THE GOLDEN YEARS OF RAILROADING

Summer 2013 • Volume 14 Number 2



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On the cover: Representative of dozens of rural interurbans, classic open-platform car No. 101 of Iowa's Waterloo, Cedar Falls & Northern, the "Cedar Valley Road," heads south toward Cedar Rapids on March 30, 1952, in an H. M. Stange photo from the Krambles-Peterson Archive.

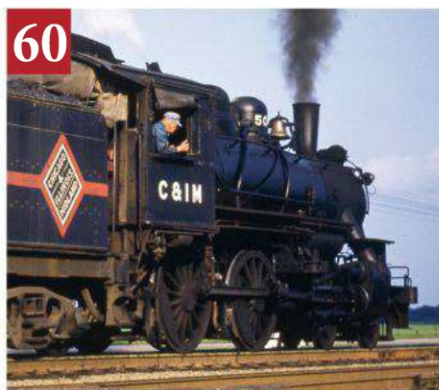
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Rolling through a pretty part of Pasadena

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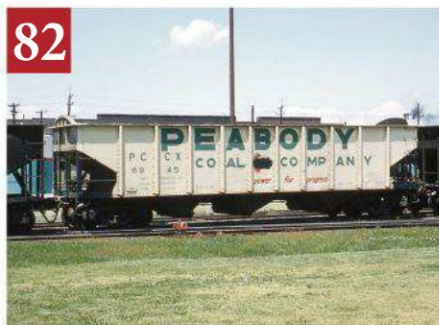
Chasing a 4-4-0 on a passenger train in 1952

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Taking the long way around from Parkersburg

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Everything was yellow, including headquarters!

Norman Carlson ["Remembering the North Shore," page 20] is managing editor of *First & Fastest*, the quarterly journal of the Shore Line Interurban Historical Society, and moderator of Northwestern University Transportation Center's Sandhouse Group. He retired from Arthur Andersen & Co. as the Worldwide Managing Partner of its transportation industry practice, where he had railroads and rail supply firms as clients. Norm is active in supporting Catholic Charities' veterans program as a result of his combat experience in Vietnam. This is his first article in *CLASSIC TRAINS*.

Mike Condren ["Bird's-Eye View," page 70] is retired from a career as a college chemistry professor. His "Fallen Flags Remembered" article on the Frisco appeared in Spring 2001 *CLASSIC TRAINS*.

Chris Ecoff ["Molly the Mallet," page 84] was born and raised in Kirkwood, Mo. The grandson of an ACF employee, Chris attended Washington University in St. Louis for two years before becoming a full-time musician and freelance writer in the 1980s. He claims over 600 bylines in "everything from college newspapers to technical manuals to general-audience magazines to greeting cards," but his rail writings have been confined to the locomotive periodicals *Extra 2200 South* and *Diesel Era* and sporadic contributions to historical groups. This is his first *CLASSIC TRAINS* byline. Chris thanks Joe Collias for providing photos of "Molly" from his collection.

William E. Hopkins ["Bad Day at the Races," page 90] worked briefly for Washington Terminal Co. before a hitch in the Marine Corps and a career as a firefighter, from which he retired as a captain in 1988. His one previous CT byline was "B&O's P-1d Pacifics," in Spring 2008.

Stan Kistler ["Riding the Pacific Electric," page 44], the well-published dean of California rail photographers and a Santa Fe specialist, is retired from a 55-year career in photography and graphic arts. This is his eighth CT byline.

Art Peterson ["10 Essential Interurban Cars," page 30] has contributed photos to *CLASSIC TRAINS* and other publications from his extensive collection, the Krambles-Peterson Archive. Art's uncle, Chicago transit official George Krambles,



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began the collection more than 75 years ago, and Art has added to it since George's death in 1999. Art notes that once he showed an interest in trains and transit, George proceeded to give him the education of a lifetime in the business. This education has served Art well, and he has worked for transit agencies, equipment vendors, and consulting engineering firms since 1972. This is Art's third article in a CLASSIC TRAINS publication.

Robert C. Reisweber ["Fallen Flags Remembered," page 16], of Williamsburg, Va., a mechanical engineer turned computer programmer, died in 2007 at age 76. Working for Elliott Co. of Jeannette, Pa., Bob helped design turbochargers for UP "Omaha GP20's" and GE "U-boats." He moved his family to Virginia in 1972 and became a programmer for a NASA contractor. In 2001, Bob founded the Norfolk & Southern Historical Society, and then coauthored *The Original Norfolk Southern Railway, 1883-1974* with Dalton P. McDonald (Garrigues House, 2007). Bob's son, **Kurt R. Reisweber**, a 32-year employee of the Colonial Williamsburg Foundation, submitted his dad's article to us in 2012. A widely published photographer, Kurt has authored two books: *Virginian Rails 1953-1993* (Old Line Graphics, 1995) and *Southern Railway in Color, Volume 3* (Morning Sun Books, 2012). His color photo book on Norfolk, Va., railroads is in the works at Morning Sun.

Jim Shaughnessy ["La Belle Interurban," page 58] has contributed material for "The Shaughnessy Files" since 2007.

Edward Theisinger ["Seeking Sunshine Somewhere, Anywhere?" page 60], who grew up on Long Island, retired from a career with Allied Chemical & Dye and now lives near Lynchburg, Va., with wife Marianne. Three of his previous four CT bylines covered other parts of his 1952 steam-search trip in our Spring 2002, Fall '06, and Fall '08 issues. There will be one more installment, on Southern Railway and neighbors, in a future issue.

Bob Withers ["The Mountaineer Limited," page 62] is retired from a career as a reporter with the *Herald-Dispatch* in Huntington, W.Va. Widely published, he is a B&O specialist whose most recent article in a CT publication, among now 10, was on its Buffalo Division in our 2013 STEAM GLORY 3 special edition. ■



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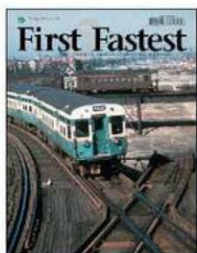


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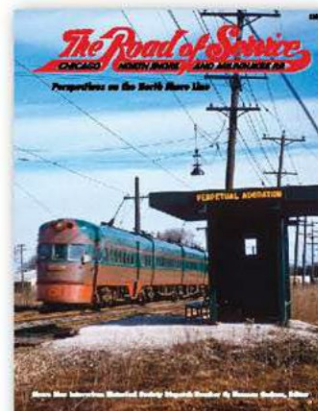
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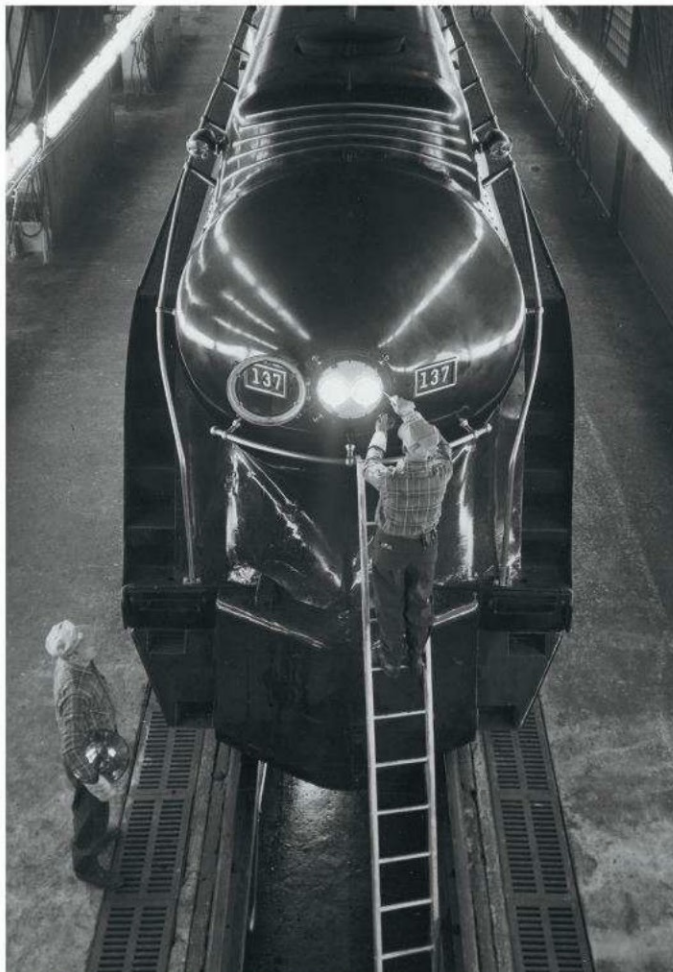
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Seeing double on the N&W

Class J No. 611 was not the first Norfolk & Western steam locomotive with a twin sealed-beam headlight

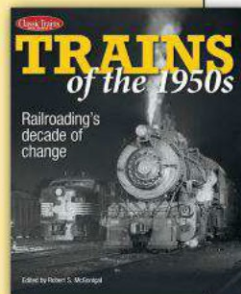


137: N&W; 611: Robert S. McGonigal

When **Norfolk Southern** rebuilt N&W 4-8-4 No. 611 as its new excursion queen in 1982, the most obvious concession to modernity was a twin sealed-beam headlight in place of the old single-bulb type. Unlike some roads, N&W never installed twin headlights on its steam engines—or so it was thought until this undated photo (top) of 4-8-2 No. 137 surfaced. Staged for the camera, it shows one man adjusting a new twin headlight while another watches, holding the old reflector. The installation was apparently a short-lived test. NS returned 611 to the Virginia Museum of Transportation when it ended excursions in 1994, but there's now an effort to reactivate her for NS's 21st Century Steam program. Go to www.FireUp611.org for details.

Railroading's decade of change

Steam gave way to diesel. Streamliners went from showpieces to liabilities. Intermodal freight became established. These and other momentous trends from a pivotal decade are spotlighted in the latest CLASSIC TRAINS Special Edition, **TRAINS of the 1950s**. Watch for it in stores May 28, or order a copy at (800) 533-6644 and online at www.ClassicTrainsMag.com.



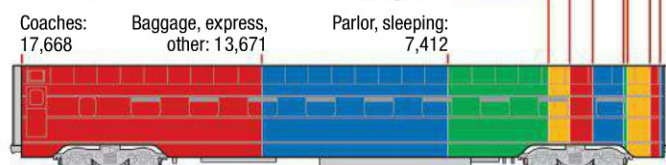
Louis A. Marre collection

Zephyrus demoted

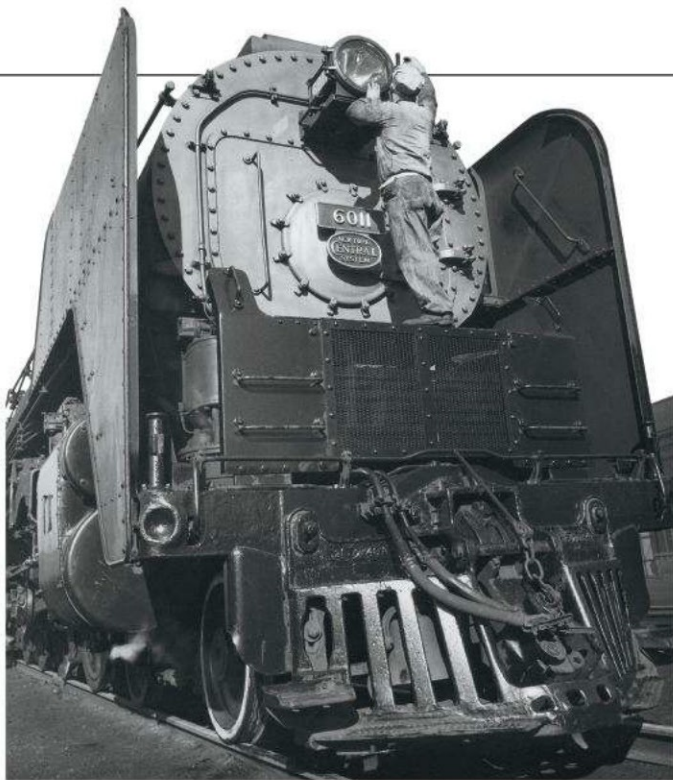
Burlington Route diesel No. 9905, named *Zephyrus*, was built in late 1936, along with sister 9904 *Pegasus*, to whisk the stainless-steel *Twin Zephyrs* between Chicago and St. Paul/Minneapolis. By the July 3, 1949, date of this photo, E5's and 7's had largely displaced the units from *Zephyrus* duty, which is why *Zephyrus* is heading three decidedly nonstreamlined open-platform coaches out of Chicago Union Station on a suburban run.

Slicing up the U.S. car fleet

Passenger cars, Jan. 1, 1946



Source: Quiz on American Railroads and Railroading, AAR, 1947



NYC: Ed Nowak

Look where the bell is!

New York Central's 4-8-4 Niagaras pushed the road's tight clearance diagram to the limit. There was no room for a steam dome, the stack was just 7 inches high, and look where Alco had to put the bell—behind the pilot!

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Conrail E44's on a coal train halted at Pequea, Pa., in February '79 for the crew to grab lunch.

Alan D. MacNutt

More Kistler, please

Regarding Stan Kistler's excellent story, "Where the Big Boys and Challengers Roamed" [pages 20-31, Summer], I hope you hold Stan to his word and have him write up the return leg of his big trip from Cheyenne, Wyo., back to Pasadena, Calif. It's great to see his work featured. I'm impressed how CLASSIC TRAINS continually comes up with new material!

Charles C. LeFlore, Weatherford, Texas

☞ See pages 44-47 in this issue.—R.S.M.

Rolling billboards

I was intrigued by the photo of the Chicago & North Western train at South Elgin, Ill., on page 9 [in "Head End"], showing the kids riding the rear car, a Bowman Milk refrigerated boxcar. I have volunteered at the Illinois Railway Museum in Union, Ill., for over 40 years, and we are located on that line, now Union Pacific. Milk was always a big player on the line, and a large Dean's bottling plant still exists in Huntley.

The pictured Bowman Dairy Co. car may be an example of the "Ultimate Billboard Reefer." I see no car number or other identification, only the company name on the left, and the slogan "Milk of Superior Flavor" beyond the center door. How did the operating railroad show such a car in switchlists and on waybills, and keep track of the shipment?

Bob Kutella, Mount Prospect, Ill.

I've seen elsewhere the photo of the C&NW train with the youngsters hang-

ing on the end car. I believe this was a milk car assigned to Bowman Dairy Co., and that it would not qualify as an "express reefer." It has two large bulk tanks, one on either side of the center door. The small hatch over the center of the door just above the drip strip allowed a hose to be inserted to load the tanks while keeping the doors closed for greater sanitation. The car does not have end ice bunkers as most, if not all, express reefers had. Small shipments of dairy products, like boxes of butter or cheese, could be loaded into the aisle between the two tanks. Milk unloading would be done via valves at the bottom of the two tanks, and the doors would have to be open for that. The tanks would be washed and sanitized before going out for reloading.

Bob Mohowski, Greenfield Center, N.Y.

Susquehanna rising

The large photo on pages 46-47 of Penn Central E44 electrics on a freight in Bob Trenner's fine story, "A West Coast Railfan in Philadelphia" [pages 40-49], was of special interest. From September 1970 through May 1976, I had a front-row seat observing traffic on PC's electrified line between Enola Yard near Harrisburg, Pa., and Perryville, Md., from my front porch on the hillside across the road from the track and the Susquehanna River in the unincorporated village of Pequea in Conestoga Township, 15 miles southwest of Lancaster. The busy line, single track there for several miles, was devastated by Tropical Storm Agnes on June 22, 1972, and flooded—I watched as

the river rose from ballast level to the tops of the rails in 15 minutes! Most freights had GG1's, while some had E44's.

My wife and I moved to Connecticut, but our adult kids stayed, and we visited frequently into the 1980s. The Susquehanna would freeze solid, with 9 to 16 inches of ice, each winter. In 1979 a late-January thaw, plus heavy rains, caused a freshet where all the thick ice was fractured and jumbled up by the rising water. A long February freeze followed, locking the jumbled ice in place, even encroaching on the railroad in spots.

One February day, while my son-in-law and I were standing by the Pequea Inn across the road from our old home—in the photo [left], he's in the red winter jacket, complete with Pennsylvania hunting license—a unit coal train behind two Conrail E44's stopped. I snapped the shot as a crewman ran into the Pequea Inn to get lunch. At the right, beyond the track, you can see the jumbled river ice. Normal water level here on the mile-wide river is 15 feet below the rail grade, but the piled-up ice came to track level, and higher, for a 13-mile stretch between the 1920s dam at Safe Harbor and the 1910 Holtwood hydroelectric dam downstream.

Alan D. MacNutt, Bridgewater, Va.

There never existed a company named Philadelphia Suburban Transit Co. When the Garrett Road-Media line, out of 69th Street Terminal, was merged with the Philadelphia & West Chester Traction Co. (also out of 69th Street), the new entity was the Philadelphia Suburban Transportation Co. Several paint schemes were applied, beginning with basic red and, lastly, yellow with black letters (upper) and red (lower half). All schemes were attractive. Because "PSTC" was thought to be too awkward for commuters to use, the name "Red Arrow Lines," with logo, soon was adopted.

Ronald W. Henry, Newport News, Va.

The shot across pages 40-41 of GG1 4876 in the snow is tremendous! Of course, that is the "G" that was on the runaway *Federal Express* that crashed into Washington Union Station in January 1953, with the G falling into the basement. On page 47 is a reference to motors 4610 and 4609 as former New Haven E33's. These were among the 10 electrics built by GE in 1956-57 for the Virginian, which went into Norfolk & Western in a 1959 merger, class EL-C. New Haven



bought them in August 1963 and classed them EF-4. They became class E33 after Penn Central took over NH in January

1969, and survived into the Conrail era.
Rick Abramson, Trumbull, Conn.

Wichita-St. Louis

Regarding "Small-Town Outlet," as "True Color" [pages 14-15], the picture of the Frisco train to Wichita at Augusta, Kans., the caption says Frisco provided the only direct Wichita-St. Louis single-railroad route. Missouri Pacific had a section of the *Sunflower* between St. Louis and Wichita, via Pleasant Hill, Mo., where cars were added to or subtracted from the Kansas City-St. Louis *Sunflower*. Overall running times, Wichita-St. Louis, were about the same.

Eugene Wood, Madill, Okla.

By the time of the September 1957 photo, that direct MoPac service was in process of being discontinued, segment by segment, and no longer ran from Wichita through to St. Louis. One could still go west from Wichita to Geneseo, Kans., to connect with MP's Denver-St. Louis Colorado Eagle, but the route was roundabout.—J.D.I.

Another AC&Y first

Thanks for Robert I. Warrick's "Fallen Flags Remembered" piece on the Akron, Canton & Youngstown [pages 16-19], which fills a gap in my knowledge of that road. AC&Y has a unique place in modern transportation industry history. My first task at my first job after completing my MBA work in December 1962 at Western Reserve University in Cleveland, for a new transportation and economics and planning unit for the Battelle Memorial Institute in Columbus, Ohio, was to be task leader on "Computer Storage and Retrieval of Freight Tariff Information" for the U.S. Department of Commerce.

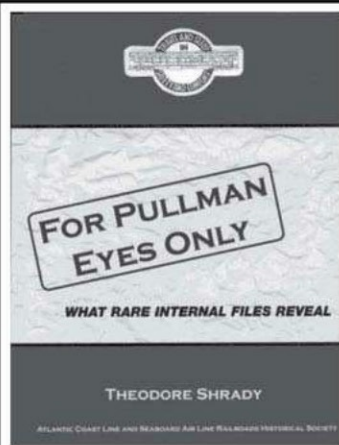
I needed small tariff examples and recalled from my full-time work during college years in Cleveland freight offices of the Erie (1952-55) and Union Pacific (1955-62), AC&Y Tariff 100. I had worked with AC&Y's chief rate clerk, Walt Stolarski, who when asked, promptly sent me a copy of his tariff, so AC&Y 100 was the first railroad tariff to be committed to computer memory, in 1963-65.

J. William Vigrass, Cherry Hill, N.J.

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Saving the Duchess

Max Hill's "Running a Railroad for Fun," about the Central Indiana Railway [pages 32-37], was most interesting and enjoyable, but a gremlin appeared in the final paragraph. Ike Duffey's private car *Duchess* was purchased by the Tony Hulman family (not Holman), who spent \$110,000 restoring it to its original Florida East Coast condition. Mr. Hulman was president of the Indianapolis Motor Speedway as well as Hulman & Company of Terre Haute. He was also a director of the Chicago & Eastern Illinois Railroad, and after the car was restored, it was kept inside the enginehouse at C&E's Baker Yard in Terre Haute until it was moved to the Indiana Transportation Museum at Noblesville, where it remains.

Lee Wentz, Terre Haute, Ind.

What a model Troy would be

One article I want to read again, thoroughly, is Jim Shaughnessy's piece on Troy Union Station, "Under My Nose" [pages 50-59]. While I've been in the "Capital District" many times, I don't recall venturing into Troy. What a great model-railroad subject Troy Union Station would make, nestled between all the offices and other buildings! The map was excellent, but I'm uncertain as to how Delaware & Hudson trains could get into Troy Union Station and then get into the upper level of Albany Union Station without a couple of backup moves.

In Bob Trenner's Philadelphia story, I noted a couple of glitches in the paragraph covering the Red Arrow Media/Sharon Hill Lines, with incorrect car quantities. There were 10 Brilliners (Nos. 1-10) and 14 St. Louis cars (11-24); the quantity 10 is correct on the "Master Unit" cars, Nos. 77-86.

Larry Eastwood, Huntington Valley, Pa.

¶ The Red Arrow car quantity errors were ours, not Trenner's. D&H trains that used Troy Union Station did not visit Albany—it was either one or the other.—R.S.M.

I attended Rensselaer Polytechnic Institute in Troy from 1956 to 1960, and like Jim Shaughnessy, trudged up and down "the Approach," the granite stairway that linked RPI's campus with downtown. Unlike the tracks, it's still there. My home was in the Boston suburb of Cohasset, Mass., and usually I arranged car rides to and from home for school breaks. In January 1958, first-term final

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T1 exoneration, and lessons

Your special edition STEAM GLORY 3 is the usual excellent work by the CLASSIC TRAINS staff. I appreciated David R. Stephenson exonerating the T1 ["Pennsy's T1 Reassessed," pages 8-17]. The perception that it was a failure has got to be eradicated.

Chris Zahrt's article ["The Amazing Loco Valve Pilot," pages 46-59] was a fascinating look into a not well known steam locomotive appurtenance. Not only did I learn more about the Valve Pilot, but also about back pressure. I long have heard about the "seat of the pants" skill necessary to operate a steam locomotive, but Zahrt's article gave me insight as to what exactly that means.

Dennis Livesey, New York, N.Y.

All those PRR T1's in the scrap line on page 17 brought back memories of my youth and time spent on the Central of New Jersey. I visited the scrap lines at Elizabethport in 1950, which held many favorite locomotives including 4-4-2 Camelback No. 592. Through the CNJ public relations department, I paid 75 cents scrap value for 592's number plate, but the engine was saved and went to the B&O Museum in Baltimore. I was in the Air Force when that occurred, so years later I sent 592's number plate to the museum.

Alan E. Gruening, Mesa, Ariz.

To have seen a PRR T1 "in the flesh," at speed, trailing 20 or so cars, must have been a sight to behold. I recall an evocative TRAINS article years ago describing a latter-day run on No. 5536 between Crestline, Ohio, and Fort Wayne, Ind.

Although the idea didn't catch on, there were proposals, including a smart-looking non-streamlined 4-4-4-4 that Alco drew out for the 42-inch-gauge South Africa system. A variation was the French class 151.A, 10 of which were completed in 1932. They had four outside cylinders, the apparent wheel arrangement being

2-4-6-2, but the two sets of drivers were coupled internally. The class was withdrawn only on the arrival of postwar electrification.

The most exotic proposal must have been a streamlined, somewhat PRR-style 4-4-4-4 compound drawn in 1948 for operation over a planned

(but not built) extension of Britain's Romney, Hythe & Dymchurch Railway, a 15-inch-gauge line that runs long trains on a 14-mile double-track main line. RH&D has two each 4-8-2s and 4-6-2s, some with an American look.

*Robin Barnes
Edinburgh, Scotland*



Lost world, and maps

How supremely good it was to be taken back to the world of steam locomotives by the simple process of turning the pages of STEAM GLORY 3. The articles and photographs are of an absorbing interest to the point where an unpleasant pang accompanies the realization that the world of steam is a lost one, gone forever. Luckily CLASSIC TRAINS keeps the memory alive.

As an Australian subscriber to your magazine, I must tell you how useful I find the excellent maps that often go with the articles. I refer to them in conjunction with Google Earth, a combination that adds greatly to the interest and "life" of an article, meaning that such as Donner Pass, Sand Patch Grade, and Oneonta, N.Y., are more than just names.

*Tom Wallace, Cardiff,
New South Wales, Australia*

Who had the most 4-4-2s?

The caption on page 24 in Art Peterson's "Class Appreciation" [pages 20-25] on Chicago & North Western's class D Atlantics, errs in saying that the Santa Fe had the most 4-4-2s, with 178. The Pennsylvania Railroad had the most.

*Randolph D. Greer
Hummelstown, Pa.*

¶ The source, in Kalmbach's Guide to North American Steam Locomotives, is in error. PRR had 601 4-4-2s.—R.S.M.



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exams were approaching, but I hadn't found a ride home. I had a fallback, however—walk down those stairs and take the Boston & Maine home. On the 17th, I carried my suitcase with me to my last exam. Then I was off to Boston, with a round-trip ticket. My coach was a wood-sided relic heated by a coal-burning stove, and I got to Boston over an hour late. A week later I went to North Station to return, but B&M had discontinued all its trains to Troy! A ticket agent refunded my return fare, and I took the subway to South Station, where I caught a New York Central train to Albany.

Joel S. Pratt, Roque Bluffs, Maine

I could hardly wait to read Jim Shaughnessy's story on Troy. Flipping through the pages and seeing the photos of the covered bridge that led to the cemetery, where my great grandparents and great uncles are laid to rest, just filled me with anticipation. We visited Troy, and a woman from the Hart historical house showed us the old B&M roundhouse. It was all great fun.

Geoff Doughty, Lyman, Maine

Detouring via Milwaukee

The photo on page 65 in "Illiana Ping-Pong" by J. David Ingles [pages 62–69], depicting CB&Q's combined *Empire Builder-North Coast Limited* detouring on the Milwaukee Road, brought back memories, as I was on that very train on that date, August 26, 1967! I and my late friend Don Stevens, a third-generation B&O employee, had Roomettes 3 and 4 in Car 312 in the *Builder* portion, to Portland, Ore. My passenger check says the ticket cost for us both—bought in Baltimore on June 23 and charged to my Rail Travel Card—was \$67.60. Until the crew told us why, we were surprised to depart from the Milwaukee Road side of Union Station. It was a Saturday, and many photographers were trackside.

It was a circle trip. We'd come to Chicago from Richmond, Va., on RF&P to Washington and then B&O's *Capitol Limited*. From Portland, we flew Western Air to San Francisco and took the *California Zephyr* back to Chicago, but owing to a freight derailment in Nevada, missed our connection to Washington and had to fly back. Don's great grandfa-

ther was John F. Stevens, who was James J. Hill's principal engineer and who, with Coonsah, his Indian Guide, discovered Marias Pass. We toasted the Stevens statue in Marias Pass as we rolled through.

Frederick G. Reed, State College, Pa.

Dave Ingles' story brought back memories of a similar trip a railfan friend and I made a week later, over the 1967 Labor Day weekend. In four days, we rode 10 trains on 7 railroads, beginning Friday in Iowa Falls on Rock Island's *Plainsman* to St. Paul and ending Monday in Marion, Iowa, from Chicago on Milwaukee Road-UP's *City of Portland*; ticket cost: \$115. We also hit Kansas City and St. Louis.

Paul McDonald, Waterloo, Iowa

Got a comment?

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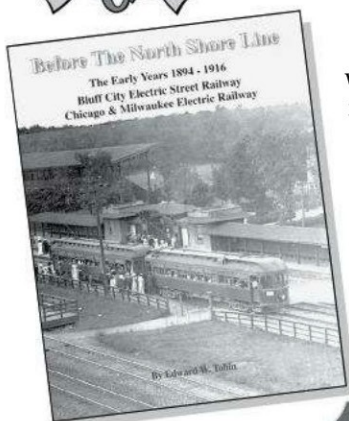


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Blue Pacific

Baltimore & Ohio 5300, first of the road's 21 famous class P-7 4-6-2s, awaits its next assignment at Wheeling, W.Va., in October 1954. Built by Baldwin in 1927 for New York–Washington passenger service, the P-7's wore olive green with gold trim and carried the names of U.S. presidents, with 5300 being *President Washington*. The “President” Pacifics exchanged their green paint for blue—and lost their names—in the early 1940s. Following retirement in 1957, No. 5300 went to the B&O's museum in Baltimore, where it resides today.

I. Walton King photo; Joel P. King collection

The flag that fell, only to rise again

Norfolk Southern was merged away in 1974—then the name reappeared 8 years later • **By Robert C. Reisweber**



Led by 1605, a trio of Baldwin road-switchers in the classic NS color scheme pulls out of Raleigh for Charlotte with train 64 in November 1961.

Wiley M. Bryan photo; J. David Ingles collection

Until 2012, one might have wondered why “Norfolk Southern” was a “fallen flag.” But when Norfolk Southern Corp. included in its “Heritage” fleet GE ES44AC 8114 dolled up in the red and black of the old Norfolk Southern Railway, public awareness of the “first NS” jumped exponentially.

The name “Norfolk Southern Railroad” first appeared on February 1, 1883, when the Elizabeth City & Norfolk Railroad adopted it. EC&N had been chartered in North Carolina on January 20, 1870, to connect its namesake North Carolina town with Norfolk, 46 miles north. Construction didn’t start until 1880, owing to difficulty in attracting enough capital. This was a problem that would haunt NS throughout its lifetime.

The railroad did get built, and regular service began June 1, 1881. An extension to Edenton opened on December 19, 1881, but the owners were already thinking of extending the line south, which led to the name change.

NS went into receivership in 1889, and was reorganized as the Norfolk & Southern Railroad in 1891. Included was the former Albemarle & Pantego, a logging pike from Mackey’s Ferry, N.C., on Albemarle Sound, 30 miles south to Belhaven, on Pamlico Sound. A&P ran a carfloat from Mackey’s Ferry to Edenton, creating a through route from Norfolk to Belhaven. The carfloat operation was time-consuming, and passenger timeta-

bles show roughly 10½ hours for the 113-mile trip, including 1 hour 20 minutes for the ferry. N&S bought the ferry *John W. Garrett* from the Baltimore & Ohio in 1899, but ferrying was still slow.

In January 1900, N&S expanded again, this time east, acquiring the Norfolk, Virginia Beach & Southern, which ran from downtown Norfolk to the Virginia Beach oceanfront and had a branch south to Munden on Currituck Sound. In 1902, Chesapeake Transit Co. built a competing line from Norfolk to the oceanfront via Cape Henry. CT was an electric line, which many travelers preferred to N&S’s smoky steam trains, and a brief “railroad war” ensued, with N&S electrifying its line and extending it north parallel to the CT. The fight ended in April 1904 when the lines merged.

Also in 1904, N&S expanded south again by buying the Washington & Plymouth, a narrow-gauge logger connecting those two North Carolina towns. N&S standard-gauged it and built north to a connection at Mackey’s Ferry, giving it a continuous 135-mile line from Norfolk to Washington, N.C.—but still with the 9-mile ferry across Albemarle Sound.

The biggest expansion occurred in November 1906, when N&S merged with the Virginia & Carolina Coast; Raleigh & Pamlico Sound; Pamlico, Oriental & Western; and Beaufort & Western. Also included: the Atlantic & North Carolina Co., a private firm that leased and ran

the state-owned Atlantic & North Carolina from Goldsboro through New Bern to Morehead City. The new merged firm was the Norfolk & Southern Railway Co.

Connecting the new N&S system

N&S Railway immediately undertook construction to link all its new components into a unified system. When this was done in late 1907, N&S had through routes from Norfolk to Raleigh and New Bern, and from Morehead City through New Bern to Goldsboro, with branches to Oriental, Columbia, Goldsboro, and Beaufort, N.C., and to Suffolk, Va. N&S next began its largest-ever construction project, a 5-mile wood pile trestle across Albemarle Sound to replace the ferry. A moveable span let water traffic pass.

Buoyed by the soon-to-be-done trestle, the company considerably expanded the passenger service, initiating overnight Norfolk–Raleigh and Norfolk–New Bern Pullman service to complement established daylight train Nos. 1 and 2 between Norfolk and Belhaven, which were extended to New Bern (later to Raleigh instead). The Raleigh day train got a Pullman parlor car, later changed to Norfolk–New Bern.

Alas, the firm’s financial structure could not support these investments, and it entered receivership July 1, 1908. Reorganized on May 4, 1910, it again became the Norfolk Southern Railroad Co. Fortunately, the judge overseeing the re-

ceivership allowed construction of Albemarle Sound trestle to continue, and the first train crossed it on January 1, 1910.

In 1911 NS was ready to expand again, buying a charter granted to the Raleigh, Charlotte & Southern to build from the capital to Charlotte. As a start, NS bought four more short lines: Raleigh & Southport; Durham & Charlotte; Sanford & Troy; and Aberdeen & Asheboro. By using parts of these lines and building connections, NS attained the objective of the charter, and the first Raleigh-Charlotte trains operated on November 13, 1915. NS also gained branches to Fayetteville, Aberdeen, Carthage, Jackson Springs, Ellerbe, and Asheboro.

More expansion came in 1920 with the lease of the Durham & South Carolina, from Durham to a connection with NS at Duncan. This was NS's last major addition for 40 years, bringing its mileage to an all-time high of 942.

By this time, NS realized passenger traffic would never produce much income; NS passed through sparsely settled rural areas, and most of the towns had other travel alternatives. Most branch-line passenger trains were downgraded during the 1920s to mixed trains, and after 1924, even the Raleigh-Charlotte main had only one mixed train each way. By 1938, only Norfolk-Raleigh daylight trains 1 and 2, plus the Virginia Beach trains, were left. The beach trains last ran on November 7, 1947, and the Norfolk-Raleigh trains expired January 31, 1948, making NS an early freight-only Class 1.

Freight traffic through the 1920s kept the road viable, but the Depression ended that. NS again entered receivership in July 1932, and the Pullman service ended that year. Management tried ACF-Brill railbuses to save money, putting them on the Virginia Beach lines; this allowed the outmoded electrification to be eliminated. NS also stopped making payments on the Atlantic & North Carolina lease, voiding it; A&NC would be leased to the



"This is NS passenger service," wrote photographer H. Reid in 1951. "Country folk with their paper-bag suitcases and poke [sack] lunches, in scrub pine country and a beautiful little Ten-Wheeler in front of antiquated wooden cars. The year: 1942. The place: Marsden, N.C."

Atlantic & East Carolina, which in 1958 was taken over by Southern Railway.

As World War II approached, freight business rose, and management realized new motive power was needed. Almost all freights were powered by 34 2-8-0s, the newest of which dated from 1927, so NS ordered its most modern steam locomotives: five 2-8-4s from Baldwin, delivered in 1940 as Nos. 600-604. They were notable as the lightest U.S. Berkshires, necessitated by NS's light rail and many light wood trestles, although they sported most of the technological features of their contemporaries. They did allow NS to speed up schedules for the Norfolk-Charlotte through freights.

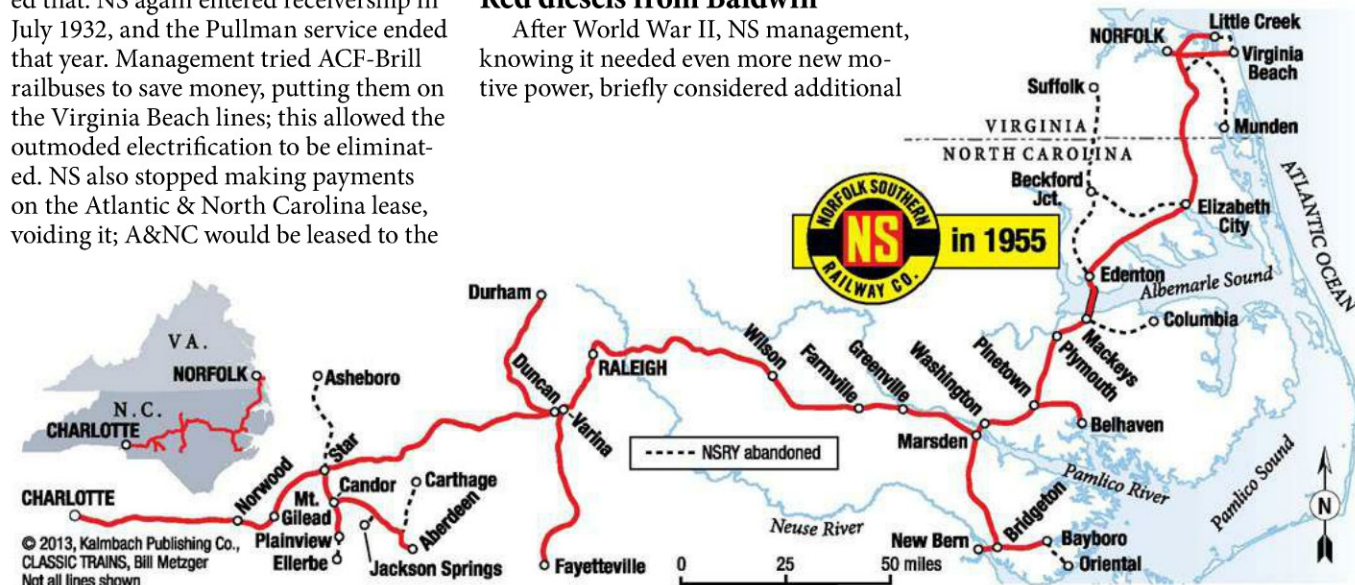
With more business, NS's financial situation improved, and it emerged from receivership on January 21, 1942, as the Norfolk Southern Railway Co.

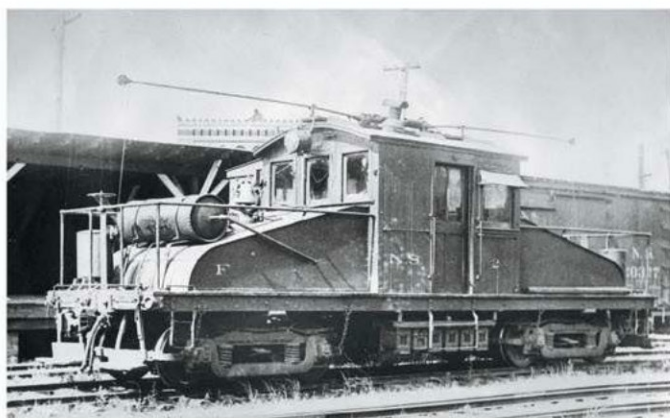
Red diesels from Baldwin

After World War II, NS management, knowing it needed even more new motive power, briefly considered additional

2-8-4s, but instead in 1947 acquired from Baldwin 5 diesel switchers and 10 road-switchers. They wore the bright red, with a yellow stripe all around and three black stripes on both ends. Like the 2-8-4s, the road-switchers were notable for their light axle-loading. They were Baldwin model DRS-6-4-1500, with A1A trucks, followed in later years by 17 of Baldwin's 1,600 h.p. successor AS416's, whose arrival permitted NS to retire its last six steam locomotives in 1954.

When dieselization began, Norfolk-Raleigh passenger trains 1 and 2 were still running, and NS wanted diesels for them. In an unusual move, NS, desiring a lightweight model, chose three GE 70-ton units! But by the time they were delivered in 1948, the varnish was gone, although the GE's did haul NS's mail and express-only trains until 1951. After that, the 70-tonners handled light freight





NS variety, clockwise from above: GE 70-tonner and a GP18 at Carolina Junction (Norfolk) in 1974; freight motor No. 2 at Park Avenue Station, Norfolk; railbus 105 at Norfolk's Union Depot on August 2, 1947; and Baldwin DS-4-4-660 No. 663 in the Raleigh yard on September 31, 1961.

Clockwise from bottom left: Kurt R. Reisweber; H. Reid collection, courtesy H.T. Crittenden; H. Reid; Wiley M. Bryan

work, mostly on the Bayboro branch, which still had some 50-lb. rail.

In 1947, a major change in NS management occurred as Patrick McGinnis took control. McGinnis' controversial tenure as head of the New Haven and Boston & Maine made headlines in the '50s, so let's just say he developed many of his management practices, good and bad, on NS before taking them north. The Interstate Commerce Commission launched an investigation of these practices, but that became largely moot when McGinnis left NS in early 1953.

McGinnis did reorganize NS's financ-

es, turning it from a perennial loser into a profitable property. He also encouraged dieselization and the elimination of passenger trains, and he accelerated the abandonment of unprofitable branches, which by the time he left included those to Suffolk, Munden, Columbia, Oriental, Asheboro, and Ellerbe. The cutbacks reduced NS's mileage to just over 600.

Unfortunately, McGinnis did not pay as much attention to maintenance of way, and the worst result of this took place on July 5, 1957, when part of the Albemarle Sound trestle collapsed under a freight. Two crewmen died, but three others were saved after a harrowing ordeal clinging to remnants of the trestle.

New business, more diesels

In the late '50s, NS management was happy to learn that plans were under way to mine phosphates near Aurora, 30 miles or so from the important NS junction at Chocowinity (called Marsden on NS). NS started to plan a branch to the area but ran into heavy opposition from Atlantic Coast Line, which once had operated a subsidiary, Washington & Vandemere, into the same area. ACL argued

this should give it precedence to build, even though it had abandoned the W&V a few years earlier. The dispute went to federal court, which ruled for NS, but not until 1965. NS built the line, and it opened in 1966.

With this new business in the offing, NS ordered more diesels. Baldwin had quit the market, so NS turned to EMD, buying 17 GP18's, Nos. 1-17. Delivered in 1963, they were largely the same as other GP18's, except they had low short hoods and noticeably small fuel tanks, again to keep weight down. Even so, they were excluded from several of the lighter branches. The '18's introduced a new color scheme of light gray with red safety stripes on the ends, and eventually all the Baldwins and GE's that were still on the roster got this scheme. In 1966-67, the GP18 fleet was augmented by seven GP38's, Nos. 2001-2007, again with small fuel tanks. They would become Southern 2880-2886 (later NS the same), and were not dispersed until 1996. The GP18's became Southern 180-196.

In the late 1960s, realizing the ongoing lack of capital was a serious limitation, NS management sought a merger



GP18 No. 187J wears a Southern number, check-letter, and high nose in company with gray GP18's 3 and 1 at Raleigh in August '74.

Wiley M. Bryan

partner. Southern was interested, as it could use the NS Norfolk–Raleigh main line to replace trackage rights over an ACL branch that gave it access to the Hampton Roads ports of Norfolk and Portsmouth. The merger went through with few problems, effective January 1, 1974, as NS was merged into Southern subsidiary Carolina & Northwestern, which assumed the NS name. Southern immediately began to upgrade NS track, installing 132-lb. welded rail on the Norfolk–Raleigh line and strengthening trestles. Southern rebuilt NS's Geeps to its standards with high short hoods and controls to run long-hood-forward.

In 1982, Southern merged with Norfolk & Western, and what better for a new corporate name than “Norfolk Southern”? To accomplish this, the Carolina & Northwestern name was brought back in 1981 to free the old subsidiary name. So the little fallen flag rose again and became one of the biggest rail banners flying over the U.S. today. One result was the demise of the Norfolk–Raleigh line as a through route, as all Norfolk traffic used the double-track former N&W. This relegated all remaining old NS trackage to branchline status. The famous Albemarle Sound trestle saw decreased use and was removed in January 1987.

Today, more than half the trackage of the original Norfolk Southern remains in service, much of it owned by the company that resurrected the historic name. Not bad for a fallen flag, is it? **I**

NS fact file



(comparative figures are for 1929 and 1973)

Route-miles: 933; 622

Locomotives: 105 steam, 5 elec.; 37 diesel

Passenger cars: 108 (plus 42 electric); 0

Freight cars: 3,282; 2,245

Headquarters cities: Norfolk, Va.; after 1961, Raleigh N.C.

Special interest group: Norfolk Southern Railway Company Historical Society, 2222 W. Club Blvd., Durham, NC 27705; www.norfolksouthernhs.org

Recommended reading: *Norfolk Southern*, by Richard E. Prince (Prince, 1972); *The Original Norfolk Southern Railway, 1883-1974*, by Robert C. Reisweber and Dalton P. McDonald (Garrigues House, 2007).

Source: *Historical Guide to North American Railroads* (Kalmbach, 2000)

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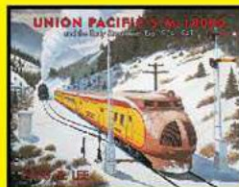
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REMEMBERING THE NORTH



It was a beautiful Sunday morning in spring 1963. As I was leaving church, William E. Helander summoned me. This was extraordinary, as he rarely spoke to such a young member of the congregation. Known as “Judge Helander,” he was actually a hearing examiner for the Illinois Commerce Commission.

A boyhood friend of my paternal grandfather and a pillar of the church, he was about as reserved as a proper gentleman of that day could be.

There were virtually tears in his eyes as he spoke. “Norman, I tried to save the North Shore Railroad; however, those Susquehanna boys simply out-lawyered us. We did not have the resources [at the

Commission] to fight them.”

Why did the Chicago North Shore & Milwaukee create such emotion in people? Even 50 years after its abandonment in January 1963, people speak of the railroad as if it still exists. Youngsters, whose parents were not even born when the road quit, sit at the feet of their grandparents to hear stories about the

SHORE

When the Chicago North Shore & Milwaukee shut down 50 years ago,
America's interurban era truly ended

By Norman Carlson



Two North Shore "Silverliners," 1920s-vintage cars modernized in the early '50s with new interiors and a livery that simulated stainless-steel fluting, race south toward Racine in 1962. Smoke in the distance is from Wisconsin Electric's Oak Creek power plant on Lake Michigan.

William D. Middleton, Norman Carlson collection

North Shore Line. Perhaps the reason for the response is quite simple. An underdog in its later life, the railroad provided frequent service, low fares, and on-time performance—all of which endeared it to a group of loyal passengers.

Chicago-area rail historian Joe Piersen

hit the nail on the head with one word: *freedom*.

For many young people, the North Shore was the way out of town without Mom and Dad's presence. It was the "school bus" for thousands of kids going to classes from grammar school through

college. Parents put sons and daughters on trains under the watchful eyes of the crews, knowing their children would be delivered safely on the other end of the trip. Domestic help came north. Military recruits went south. The North Shore, more than any other interurban, served



Three Silverliners working as the 4 p.m. train out of Chicago pause at the Racine station in the fading light of February 1, 1959.

Dick Lukin



The North Shore terminal at 6th and Michigan in Milwaukee, pictured in January 1960, was the work of architect Arthur U. Gerber, designer of other Prairie Style stations in Kenosha and Mundelein as well as the smaller “Insull Spanish” depots on the Skokie Valley Route.

Dick Lukin

millions of servicemen who rode it to escape the rigors of military life. In short, the railroad was “family.”

The North Shore was fast, and had the awards to prove it. Sheer speed had a lot to do with it. The road’s operating timetables revealed a curious fact. There

were *no* speed limits, only speed restrictions at designated locations. Further, to make the schedules, the motormen often had to push the trains to their limits. This made for an exciting ride. In the 1920s, billboards advertised the service with the suggestive question: “Have you

ever traveled 80 mph?” Most people hadn’t, but North Shore passengers did so routinely. Heads-up operation was essential. The crews were friendly, but adhered to the unspoken formula for punctual operations, “Get them off, get them on, get out of town.”

Compared to just about everything else, the North Shore was the fastest mode of local transportation in the territory. Before limited-access highways, automobile travel was not competitive. The Milwaukee Road’s line was “out in the country,” enabling very high speeds but missing the intermediate population centers. The Chicago & North Western’s Chicago–Milwaukee passenger line was an attractive alternative, but service was not as frequent as the North Shore’s.

For me the North Shore Line’s appeal was its diversity. In the 1950s the railroad was a kaleidoscope of equipment: standard green cars, Silverliners, *Electroliners*, steeplecab freight motors (both straight electric



A two-car train passes the flag stop for the Benedictine Convent of Perpetual Adoration in Mundelein in 1962. For many, the station's name summed up their feelings for the North Shore.

Dick Lukin

and battery-electric), and two strange looking eight-axle motors from the Oregon Electric. A close look revealed diversity among the paint schemes; little touches here and there distinguished certain cars from the rest of the fleet.

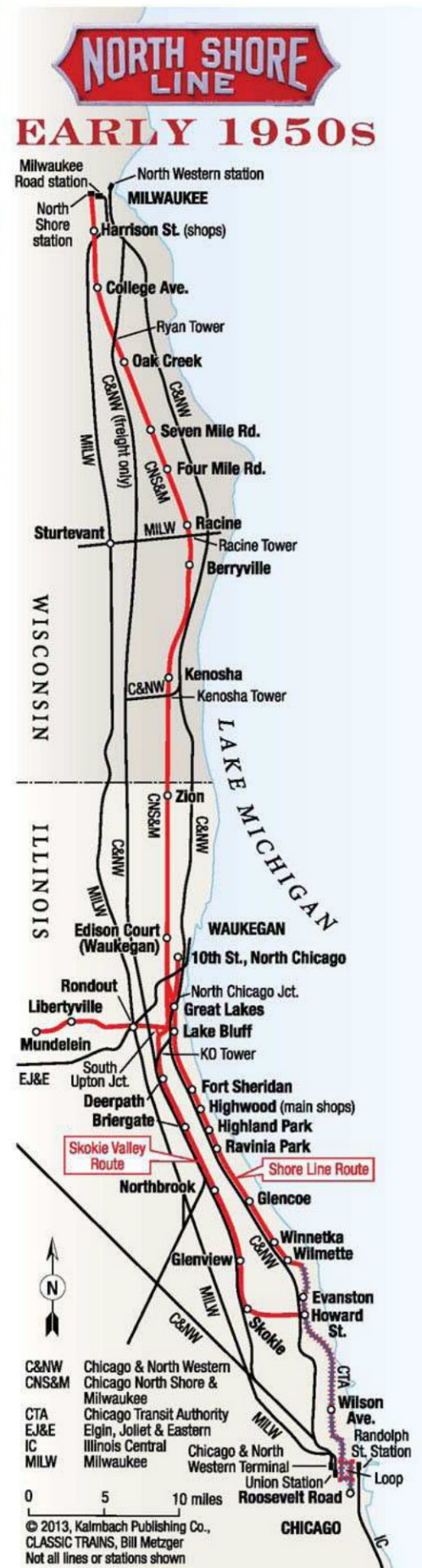
Then there was the physical diversity of the railroad. In Chicago the trains ran on a rapid-transit elevated structure for a dozen miles, drawing power from a third rail. In Milwaukee there were 20 blocks of street-running. In between you plodded along on the Shore Line Route, flew through the Skokie Valley, rode a country trolley between Lake Bluff and Mundelein. There were major cuts, fills, and substantial bridges. The ultimate experience was the true interurban line between Waukegan and Milwaukee. Oh, to only be able to ride again, especially in the "sweet light" of a summer's evening with an adult beverage in hand.

When you left Waukegan on a north-bound trip, the world changed. You left behind suburban towns and the Skokie Valley Route's steel-lattice-work-supported compound catenary system. In the country north of Waukegan, direct-suspension trolley wire and wood poles framed the trains as they sped through fertile farmland. Rides were characterized by heavy braking; short dwell times in Zion, Kenosha, and Racine; and rapid acceleration to 80 mph between stations. You were in the hands of the Kenosha, Racine, and Ryan towermen who controlled the manual blocks between their respective towers that also protected crossings with the C&NW and Milwaukee Road. It was a simply thrilling ride!

Another thrill was to sit in the "rail-fan seat" at the front of the car on the left side. Only the motorman had a better view of the track ahead, and on the *Electroliners* your view was the equal to his. In summer you could ride the standard cars' rear platform, train door open, soaking up the sights, sounds, and smells of traction: ozone from the motors, hot oil from the journals, smoke from the brake shoes, staccato sounds of rail joints, singing trolley wire, the *thump* over road crossings preceded by the melodic multi-tone air horns of the high 700-series cars, the classic pipe whistles of the older cars, or that unforgettable deep monotone of the *Electroliners*.

Many people wonder how the North Shore could run so fast with nothing but trolley poles and, in most places, simple suspension trolley wire. The tongue-in-check response from the railroad was, "Nobody told us we couldn't." In reality it was maintenance, daily maintenance, performed from orange line cars that trundled up and down the tracks, greasing the wire and making constant adjustments to keep the overhead in place.

My first North Shore ride, at age 11 or 12, was memorable on several counts. My Aunt Astrid asked me to accompany her and her choral group to Ravinia Park, the high-class recreation area established on the Shore Line by a CNS&M predecessor. As we boarded the last car of a Ravinia special at North Shore's downtown station on Wabash Avenue, it was clear this would not be just another ride on the "L."





Southbound near Lake Bluff on the Skokie Valley Route, an *Electroliner* dashes through the snow that characterized the next-to-last day of the North Shore: Saturday, January 19, 1963.

Raymond DeGroot

We had the car to ourselves at first, as the rest of the group was boarding at Wilson Avenue. My aunt was the only South Sider in a group that was based in the Ravenswood neighborhood on Chicago's North Side. I assisted the ticket collector in loading the rest of the group, about 50 people in all.

Off we went, passing "L" trains with abandon to Evanston and Wilmette. Our majestic interurban train ruled the world of those slower, all-stops rapid transit trains. We crossed over the North Shore Channel on a big steel bridge, descended to grade level, crossed a few streets, and slowly turned a corner. What in the



world were we doing in the middle of a street? This was not like the South Chicago Branch of the Illinois Central, which ran in a center reservation flanked by traffic lanes; we were competing with automobiles, trundling along at the mandated 15 mph, slowing down for cross streets. Such indignity!

After a few stops at major stations and a fast run through the Winnetka grade separation, we arrived at Ravinia Park



Moments into its 1-hour 53-minute trip to Chicago on September 13, 1953, one of CNS&M's two *Electroliner* trains crosses the 6th Street viaduct in Milwaukee.

Raymond DeGroote



An *Electroliner* appears to have a healthy load of passengers aboard as it flies toward Chicago near Oak Creek, Wis., in May 1954.

George Krambles; Krambles-Peterson Archive

and pulled into the sidetrack. Off the train behind the ticket collector I positioned myself to assist the choral members coming down the vestibule steps and assembling in a group. With everyone accounted for, Aunt Astrid put her arm through my crooked arm and off we

headed for our concert seats.

So what was so unusual about this? I was the only person who could see. My aunt and the entire choral group were blind. The sight of a boy leading the group through Ravinia's grounds was a "show-stopper" for a number of people!

Coming back on the train, with everyone safely on board, I thought my duty was complete. The appeal of the open vestibule was calling, and I went back to enjoy the ride. Well, Aunt Astrid could not see, but boy, could she hear! The silence caused by my absence resulted in her marching down the aisle of the car, as if she had full vision, and hauling me back to my seat with a stern admonition.

Dad was not a railfan, but somehow he learned of the Central Electric Railfans' Association fantrip on July 24, 1955—the last full day of operation on the Shore Line Route. That was the first fantrip for many of us. It was a melancholy day, yet the railroad pretty much gave us the run of the place. Lunch was at Highwood Shops, but crawling through the yards looking at all the stored equipment that had seen better days was a bit of a downer.

The photo stop at North Chicago Junction resulted in my first look at a North Shore freight train. The stop at the Illinois Electric Railway Museum at North Chicago was a real eye-opener. Those guys were actually preserving the stuff that was rapidly disappearing. (Since 1964, the renamed Illinois Railway Museum has occupied a large tract at Union, Ill., and now holds some 375 pieces of equipment, including 17 from CNS&M.)

Then there was the photo stop at Ravinia Park in the setting sun. I got back on the train with a lump in my throat. Tomorrow this would be gone. How could a piece of the North Shore go away? What else would disappear into history?

Thank God, the Skokie Valley Route remained. If you were going to ride that line to Milwaukee, you might as well do it on an *Electroliner*, and that's what I did on my first trip all the way north. Anxiously waiting for the train to pull into the Roosevelt Road station, I eyed the crowd for a competitor for the left-front "railfan" seat. The seat was open—it was going to be a great ride.

The Loop looked different from the front seat of a *Liner*. You could look nearly straight down at the track. And it was quiet, an eerie silence compared to the familiar sounds of the standard equipment. The ride on the "L" north of

NORTH SHORE LINE TIMELINE

1895



Bluff City Electric Street Railway Co. begins operations in Waukegan and North Chicago; goal is Lake Bluff

1898

BCESR reorganized as Chicago & Milwaukee Electric Railway Co.

1898

C&MER operating Waukegan–Highland Park, 13 miles

1899

C&MER extended south to Evanston, where Chicago-bound passengers transfer to Chicago, Milwaukee & St. Paul steam trains

1902

C&MER reorganized as Chicago & Milwaukee Electric Railroad (C&M); reconstruction and improvement of entire 25-mile line begun

1903

C&M opens Lake Bluff–Libertyville branch; extended to Mundelein 1905

1904

C&M opens Ravinia Park; begins work on new Lake Bluff–Milwaukee line

1905–06

C&M reaches Kenosha and Racine

1907

Financial panic slows work on Milwaukee line, forces C&M into bankruptcy

1908

Northwestern Elevated Railroad extended to Evanston, transfer point for C&M passengers to/from Chicago

1908

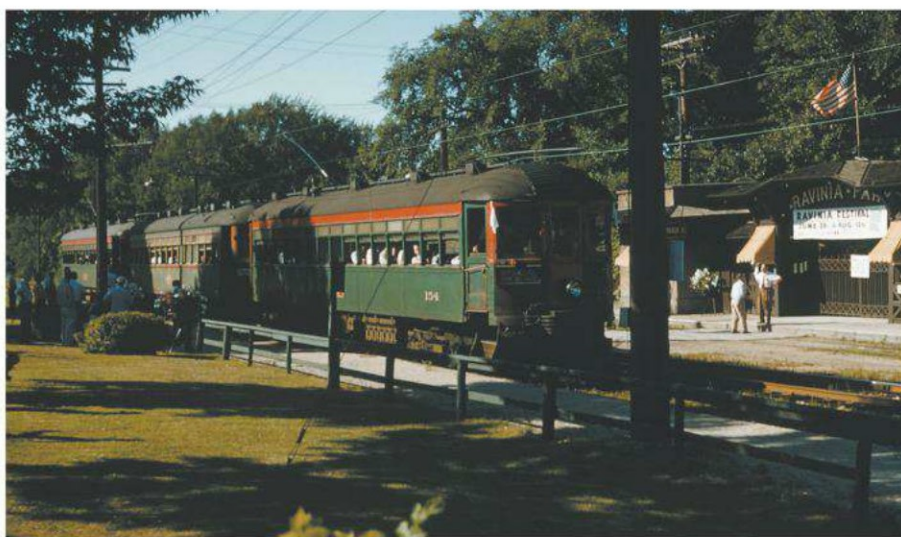
Line to Milwaukee opens October 31

1895 photo: Krambles-Peterson Archive



Seen from the front of a northbound train, a train to Chicago passes KO Tower in Lake Forest, where the Skokie Valley Route crossed a C&NW line, on February 23, 1959.

Dick Lukin



The Central Electric Railfans Association chartered a three-car train to mark the last day of service on the Shore Line Route on Sunday, July 24, 1955. Early in the evening, the special paused for photos at Ravinia Park. For those who rode, it was a fun day, tinged with sadness.

John F. Humiston, Richard Humiston collection

Wilson Avenue was majestic. Despite a 45-mph speed restriction, we were doing closer to 60.

Leaving Howard Street, it was like we had been freed. The motorman put the controller into the corner as we roared through the cut in Evanston and climbed

the hill to cross the North Shore Channel. We crossed that bridge as if we were flying. Down the hill we screamed, past the Chicago Transit Authority's Skokie Shops, before a heavy service application to raise the trolley poles as the third rail ended. We drifted a short distance until

we rounded the Oakton Street curve, and then the controller was back in the corner.

Raising the poles at 35 to 40 mph was another amazing feature of the North Shore. Imagine being the conductor on a cold night, leaning back and looking up with snow or rain in your face. I leaped at the opportunity to do it, and, to my amazement, hit the wire on the first try. Then I asked myself, "What were you thinking? Your butt is on a single safety chain, you are holding the rope in one hand and a grab iron with the other. If you slip, it's curtains." Once was enough for me, but I never lost my respect for the crews who did this on a daily basis.

The landscape was nondescript in the Skokie Valley corridor as you charged north with that deep monotone horn challenging anyone or anything that might get in your way. Soon the motorman was pinching down to cross the North Western at KO Tower, glide through South Upton Junction, and clatter through Green Bay Junction. A few



Illustrative of the operating handicaps that prevented fast running on the Shore Line Route, a two-car train for Chicago rumbles down Greenleaf Avenue in Wilmette on August 29, 1954.

Raymond DeGroot



Inexplicably, the lightly patronized Lake Bluff–Mundelein shuttle trains hung on until the end. On May 26, 1956, car 722 stands beyond the Shore Line and C&NW bridges in Lake Bluff.

Raymond DeGroot

blasts on the horn curving across Scranton Avenue, and then the controller was back “on the brass” to dash through Great Lakes with a virtual emergency brake application down the hill in a cloud of brake smoke into the North Chicago Junction station. You were there for only seconds. Then it was off in a burst of speed to Waukegan.

The *Electroliner* ride to and from Milwaukee was a virtuoso performance staged 10 times each day under the direction of some of the most experienced trainmen on the railroad. They even managed to traverse the streets of Milwaukee with a dignity not achieved by trains of standard cars.

To enjoy an evening’s ride and recreate the dining-car experience, some of us would charter car 415, the standard car that provided tavern-lounge service when one of the *Electroliners* was held out for maintenance. We would have this car placed in the 6 p.m. *Milwaukee Limited*. Dinner would consist of, naturally, an Electroburger, and copious amounts of liquid refreshment. In an era when the drinking age in Illinois was 21 but only 18 in Wisconsin, it seemed that North Shore trains were always in Wisconsin when we were aboard.

Typically we would get off the train at Harrison Street, the south end of the

1911

Great Lakes Naval Training Station opens north of Lake Bluff

1915



C&M receives first steel cars

1916

Utilities magnate Samuel Insull incorporates Chicago North Shore & Milwaukee Railroad (NSL) to acquire assets of C&ME

1919

NSL trains begin running to Chicago’s Loop on Northwestern Elevated

1920

NSL opens new station buildings in Chicago and Milwaukee

1922

Service begins to 63rd Street, Chicago, over South Side Elevated Railroad; later discontinued

1923

NSL carries more than 16 million riders (vs. less than 7 million in 1915)

1924

Work begins on Evanston–North Chicago Skokie Valley Route

1926

Skokie Valley Route completed, enabling 2-hour 5-minute Chicago–Milwaukee schedules

1926

NSL begins “ferry truck” operations, the first integrated trailer-on-flatcar service on any U.S. railroad

1927

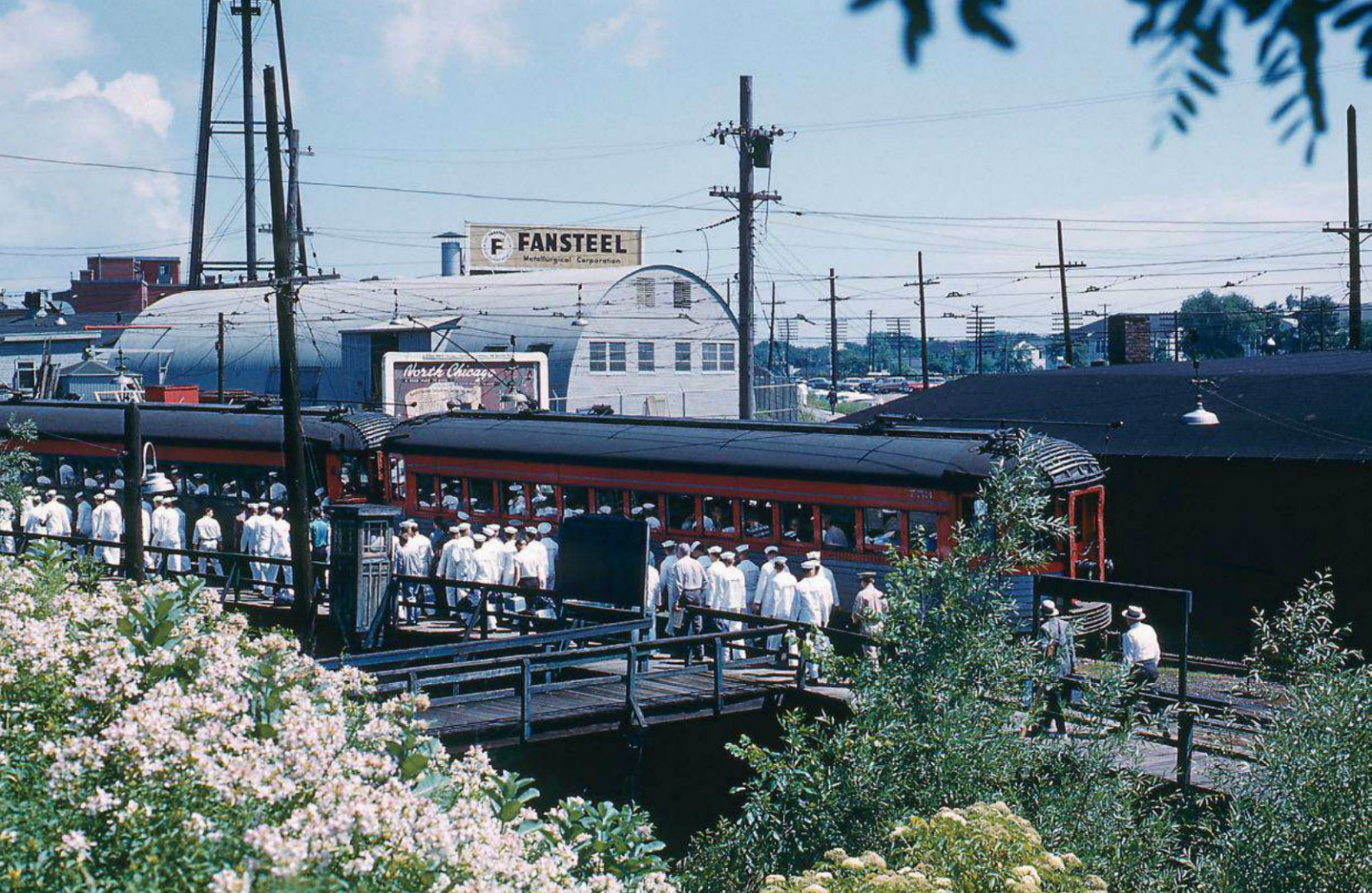
NSL wins *Electric Traction* magazine’s interurban speed trophy; awarded trophy permanently in 1933



1932

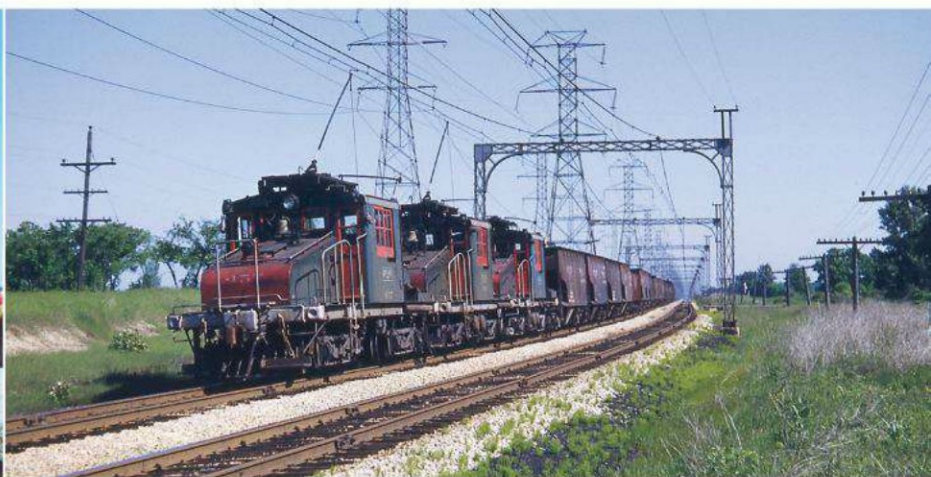
Revenues less than half 1929 levels; NSL enters bankruptcy in the collapse of the Insull utilities empire

1915: CNS&M; 1927: Ed Wojtas



Sailors from the Great Lakes Naval Training Center accounted for much CNS&M traffic, as this 1959 scene at North Chicago Junction attests.

Dick Lukin



Motor 456 (left), one of a pair set up to work from overhead trolley or battery power, switches an industrial spur near Briergate. Three of NSL's four steeple-cab "pups" roll coal hoppers south at Deerpath in June 1951. Two 8-axle motors rounded out the road's 1950s locomotive roster.

Left, Joe Piersen; right, H. M. Stange, Krambles-Peterson Archive

Milwaukee street trackage, where we had 11 minutes to restock before the day's last southbound *Electroliner* was due. This became a mandatory process after a 'Liner's "well ran dry" on one trip. Fifth and Harrison was an interesting intersection. Taverns were on two of the corners, with the North Shore's Milwaukee

shops and a truck terminal occupying the other two. (CNS&M's main shops were at Highwood, on the Shore Line Route.)

The North Shore Line would operate any fantrip you desired, even if it was a single car. There were all sorts of combinations of destinations, including trips on the CTA's South Side "L" and up to

Linden Avenue in Wilmette, which was served only by CTA trains after the Shore Line was abandoned.

On one single-car trip, the trainmaster was at the controller. He pulled into the 16th Street team track to allow a limited train to pass us. In doing so, he inadvertently ran the car into a dead sec-



On the west side of Chicago's Loop, an inbound North Shore train approaches the Quincy & Wells elevated station on June 13, 1962. In the distance—and also approaching—is a CTA "L" train, both Loop tracks being operated in a one-way, counterclockwise pattern at the time.

Raymond DeGroot

tion of wire. Our conductor lit a fusee and flagged down the limited, whose crew delivered some priceless "advice." The limited changed ends, backed off the main and onto the team track, pulled our car under live wire, and continued north. The trolley-pole choreography required for this maneuver was incredible.

My final North Shore ride was in August 1962, just before I left for college. It was a blistering hot day. A friend and I left a southbound train at Scranton Avenue (Lake Bluff) to walk almost 2 miles west on Rockland Road to catch a Mundelein local at Knollwood. We were very thirsty. It seemed like forever for the local—and its on-board water cooler—to arrive. The objective of the trip was a last ride on the Lake Bluff-Mundelein local. There was usually no one else on these runs but the crew; why these shuttles hung on until the end is a real mystery.

Sunday, January 20, 1963, was a bitterly cold, clear day that followed the snowstorms of the 19th. It was the final day of service on the North Shore Line. What was impossible in the minds of many had occurred. The Road of Service had ceased to serve!

In his book *North Shore: America's Fastest Interurban*, noted traction historian William D. Middleton summed up the place of the railroad this way:

In the world of electric traction there was nothing quite like the Chicago North Shore & Milwaukee Railroad. Born as a modest Waukegan trolley

line in the early 1890s, the North Shore Line reached maturity during the Roaring Twenties under the guiding hand of Chicago utility tycoon Samuel Insull who, in a remarkable decade of reconstruction and expansion, transformed the North Shore into one of the finest examples of the electric interurban railway in America. Indeed, if any interurban could have been called the "standard interurban" in the same sense that the Pennsylvania Railroad once called itself the "standard railroad of the world," it would have been Sam Insull's North Shore Line.

Middleton went on to observe in the book that, with the arrival in Milwaukee of the last train in the wee hours of January 21, 1963, "America's interurban era was truly over." A few other interurbans survived years and even decades longer—some still do, notably the Chicago South Shore & South Bend (also part of Insull's empire, albeit with many characteristics of a steam road)—but the North Shore had been the ultimate interurban.

Fifty years later, the North Shore remains in the minds of many people who have little interest in railroads generally, and for whom the North Shore's place in interurban history means little. For them it represented freedom from the restrictions of home and/or the military, as travel on it was evidence that you really had grown up. The Chicago North Shore & Milwaukee was not just a railroad; it was an integral part of life. **1**

1938

51-day strike shuts down NSL, prompts consideration of total abandonment

1940

Grade separation of 4 miles of Shore Line Route through Winnetka

1941

Electroliners enter service

1945

28 million passengers carried (vs. 10 million in 1940)

1946

NSL emerges from bankruptcy

1947

Waukegan and North Chicago local streetcar service ends; LCL and ferry truck service ends

1948

Three-month strike shuts down NSL

1949

Dining-car service ends except for sandwiches and drinks on *Electroliners*

1951

NSL Milwaukee streetcar service ends

1953

NSL becomes a subsidiary of a newly incorporated holding company later named Susquehanna Corp.

1955

Shore Line passenger service ends, line abandoned south of Highwood

1958

Citing 10 years of operating losses, NSL files for complete abandonment; annual ridership 4 million

1963



Abandonment approved, last trains arrive at terminals early on January 21

1963: Milwaukee Sentinel



Heavily rebuilt from its original 1909 appearance, Milwaukee Electric car 1124 awaits departure from the Public Service Building in downtown Milwaukee in November 1949.

George Krambles

10

ESSENTIAL INTERURBAN CAR DESIGNS

From early wood-bodied cars to heavy steel giants to lightweight speedsters, the interurban car came in many forms

By Art Peterson

Photos from the Krambles-Peterson Archive

During its brief golden age (roughly 1900 to 1920) and longer decline, the interurban industry produced some remarkable car designs. If you had to pick 10 landmarks, cars essential to any review of the industry, what would they be?

The handsome Niles “Electric Pullmans” would certainly make the list, perhaps with another example from the heyday of wood-car construction. A representative of the smaller, streetcar-like designs from the formative years of the industry should be included. The heavy steel cars of the mid-1920s, which many consider to be the apex of interurban design, deserve a place or two. Then there was the lightweight trend, exemplified by the Cincinnati & Lake Erie and Indiana Railroad “high-speeds” and other innovative designs. Although

most interurbans were passenger-oriented, trolley freight equipment should not be ignored.

What’s striking in looking at this handful of cars and trends is that, despite the combined resourcefulness of car shops, management teams, and carbuilders, most of the lines were barely able to stay afloat. Economic adversity, regulatory action, or public policies that increased miles of paved highways sank countless companies. Most interurbans were chronically undercapitalized, so even carriers that were committed to electric rail service found themselves done in by fires or other disasters because they did not have the resources to respond.

Despite the industry’s eventual failure in business terms, its rolling stock has a special place in rail history, as exemplified by the 10 cars (plus a few others) on the following pages.

1. IN THE BEGINNING



Early interurbans like Monongahela Valley Traction 242, seen on the line to Ida May, W.Va., in the late 1910s, followed streetcar practice.

The interurban era began with the construction of Ohio's Newark & Granville Street Railway in 1889, the year after the first truly successful street railway electrification, although the 7-mile N&GS attracted little notice. The term "interurban" would take a few more years to emerge.

Activity picked up in 1893 with the openings of the East Side Railway in Oregon and the Sandusky, Milan & Norwalk in Ohio. The Oregon line was in receivership within its first year, though it would end up being comparatively long-lived, carrying passengers into the late 1950s. For the SM&N, the burden of construction led to bankruptcy.

The cars used on these early lines frequently drew on street railway practices, especially in the Northeast. Records of one leading carbuilder, the American Car Co. of St. Louis, show that 99 percent of the city and interurban cars the firm built in 1899 were deck-roof cars. This type of roof, which featured a raised center portion extending nearly the length of the car, with clerestory windows on the front, rear, and sides, was

standard on streetcars. Railroad-roofed cars for interurban services, in which the raised roof portion curved down at the front and rear to meet the car's ends, followed in short order, and as early as 1901 the company was building its first arch-roof cars (which had a continuous curve from side wall to side wall and no separate raised portion) for interurban freight service.

Car lengths began to increase as construction methods and materials improved. American delivered its first 40-foot city cars in 1902, while the first semi-convertible cars were built that same year. (Semi-convertibles were cars with large window sashes that could be stowed in wall or ceiling pockets for summer operation.) The next year American delivered 50-foot cars to Northern Texas Traction, but these were just a stepping stone to the big cars of the next decade, with 56-foot, arch-roof cars built in 1911 for Texas Electric and 61-footers for Ogden, Logan & Idaho in 1915. The need to operate on tight streetcar curves generally limited interurban car length and necessitated the curved

ends (for clearance on corners) that added a touch of flair to the designs.

Early interurban rosters frequently reflected a wide mix of carbuilders and car configurations. No less than six builders delivered cars to the predecessor companies of southwestern Pennsylvania's West Penn Railways.

A road that would become affiliated with the West Penn was West Virginia's Fairmount & Clarksburg. Established in 1901, F&C was merged into the Monongahela Valley Traction Co. in 1912, which became Monongahela West Penn Public Service Co. in 1923.

Monongahela Valley Traction 242 (above) is typical of the early 1900s interurban cars, having improved the basic design to include a railroad roof and steam-road-style enclosed vestibules with folding doors. (Open end platforms, a legacy of the horsecar era, persisted after street railways were electrified.) The nine-window passenger compartment is of the semi-convertible design, popular between 1900 and 1914. The car rides on trucks designed for 40 mph service. MVT 242's total weight was about 17 tons.

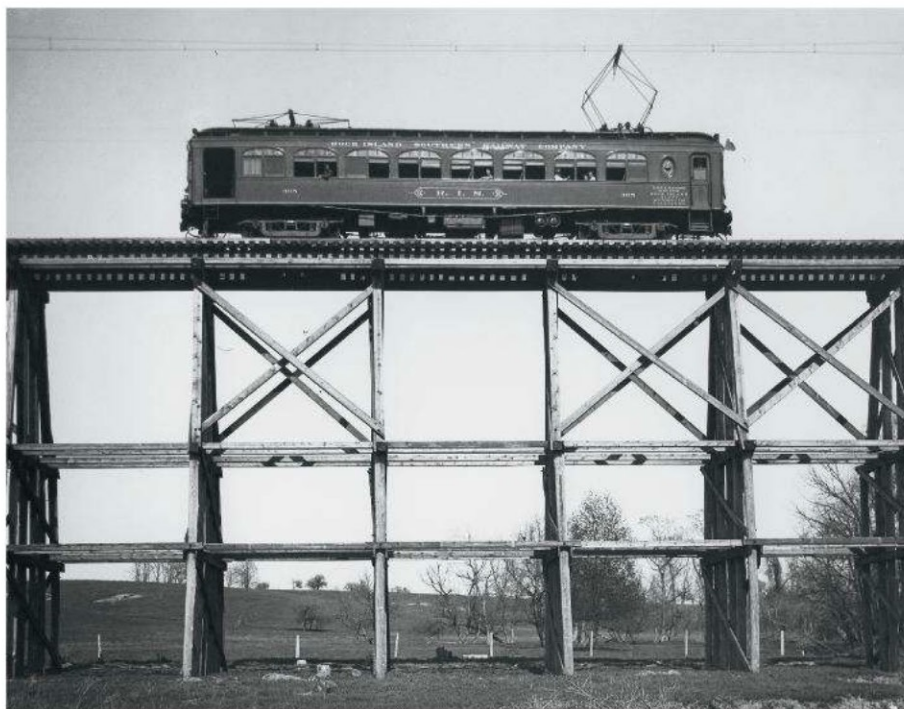
2. 'ELECTRIC PULLMANS' AND KIN

Niles was in the interurban carbuilding business for just 17 years starting from 1901, yet the company's products are considered to be some of the most graceful-looking cars built. Graceful, yet massive, that is. Niles' 1907 order for the Washington, Baltimore & Annapolis was for 19 62-foot coaches, each weighing 54½ tons. These figures approached those of steam-railroad equipment, and indeed Niles called the cars "Electric Pullmans."

In an era before microchips or any sort of miniaturization of electrical equipment, these cars were amazingly complicated, having to deal with the 6,600-volt A.C. electrification on the WB&A line, as well as the 600-volt D.C. operation required to enter the District of Columbia. Furthermore, the cars had to operate off poles at both voltages, as well as the underground conduit power system that was mandated in order to keep the nation's capital free from overhead wires.

The complications in design made the cars difficult to keep in service, while their massive transformers made them excessively heavy, resulting in high power consumption and damage to the Washington street trackage. The cars darn near ruined the WB&A, which converted to 1,200-volt D.C. in 1909. After just a couple of years on the WB&A, the Electric Pullmans were scattered to other properties.

Six went to the Rock Island Southern, which had a 6,600-volt A.C. line between Monmouth and Rock Island, Ill. RIS also had a slightly older D.C. division between Monmouth and Galesburg. The A.C. line was famous for its wood trestles, but it also suffered from a dearth of traffic, and



Around 1911, Rock Island Southern's Henderson Creek trestle north of Woodvale, Ill., 5 miles out of Monmouth, feels the weight of car 305, an "Electric Pullman" Niles built for the WB&A.

passenger service ended there in 1926.

Three of the Electric Pullmans were sold to Utah's Bamberger Electric, while four others were converted to trailers and sold to Oregon Electric.

Niles built similar cars for the Chicago Lake Shore & South Bend in 1908. Another 6,600-volt A.C. property in its early days (before becoming the D.C. Chicago South Shore & South Bend in the 1920s), CLS&SB received 23 powerful cars measuring 57 and 60 feet long and tipping the scales at between 55 and 56 tons each.

Oregon Electric, linking Portland and Eugene, had bought some Niles equip-

ment directly from the builder before acquiring the ex-WB&A cars as trailers to supplement its fleet, which numbered nearly 180 passenger cars by the early 1910s. In fact, two of the finest cars Niles ever produced—a pair of parlor-observations constructed in 1910—graced select OE trains of the day. A 1918 timetable indicated that the cars made four round trips daily. A small buffet section was included in the 40-seat, extra-fare cars; in addition, the lead truck was equipped with two traction motors to help the trains keep to schedule. At 62½ feet long, the cars were on the scale of the WB&A Electric Pullmans.



Two of Chicago Lake Shore & South Bend's 57-foot Niles cars stand at East Chicago, Ind., in the aftermath of the blizzard of 1918.



Another Niles classic, luxurious parlor-observation *Sacajawea*, complete with striped awning, brass railing, and drumhead, brings up the rear of an Oregon Electric train in the early 1910s.

3. HOT ROD HEAVYWEIGHT



Painted blue and white with red and gold trim, Galveston-Houston 100-series cars are a striking sight on Houston's Texas Avenue circa 1925.

Before Samuel Insull made his massive investments in Chicago's North Shore and South Shore lines, the traction speed crown belonged to Galveston-Houston Electric. GHE had a superb physical plant; the company's newsletter was called *The Tangent* in honor of its 34 miles of line without a curve. In fact, there were only six curves on the entire 50.5-mile line between its namesake cities.

GHE was one of several traction properties managed by the Massachusetts engineering firm Stone & Webster.

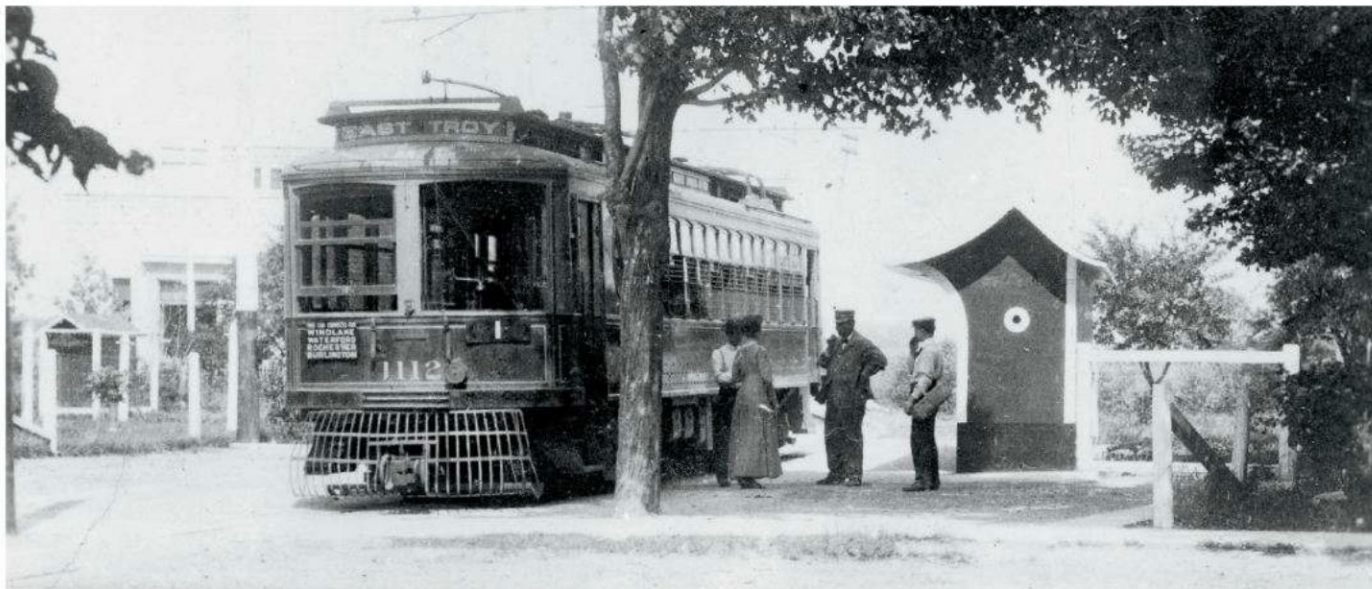
In 1911, GHE received 10 cars from Cincinnati Car Co.; they were built to specifications S&W also used in procuring cars for Northern Texas Traction and Pacific Northwest Traction. But the GHE cars could stretch their legs! Equipped with four 75 h.p. motors the builder had developed in 1905 specifically for use on "heavy, high-speed motor cars," each 36-ton car was capable of 60 mph. With arched windows, railroad roofs, and deeply curved ends, they were classics of the age of wood interurban construction.

GHE name trains like the *Houston*

Rocket, the 11 p.m. *Moonbeam*, and the midnight *Nighthawk* could make the 50-mile run in as little as 75 minutes, working out to a 40 mph average speed. This performance was sufficient to garner GHE the top position in *Electric Traction* magazine's interurban speed contest in both 1925 and '26.

The 100-series cars remained the mainstay of GHE's operation, supplemented by a few secondhand cars, until the last trains ran in 1936. A suburban operation to Houston's Park Place neighborhood lasted a few years longer.

4. METAMORPHOSIS IN MILWAUKEE



TM car 1112 displays its as-built look—two front windows, deck roof, tall side windows—at the original East Troy station. CLASSIC TRAINS collection

A few early interurban designs drew on streetcar practices, incorporating deck roofs, individual windows, etc. Between 1903 and 1910 three builders (St. Louis Car, McGuire-Cummings, and Kuhlman) produced similar cars with these attributes and a unique two-window end design for The Milwaukee Electric Railway & Light Co. (“TM”); Terre Haute Traction & Light; and Wisconsin Traction, Light, Heat & Power. TM had 100 such cars, while THT&L and WTLH&P each had 4.

The THT&L cars passed to the Terre Haute, Indianapolis & Eastern, which gave them a modest rebuild, but successor Indiana Railroad scrapped them.

In one of the most dramatic make-overs in interurban history, TM’s Cold Spring Shops in Milwaukee transformed 14 of the 1909 1100-series Kuhlman during 1926–27. Each 64-seat coach became a 48-seat chair car. End and side window arrangements were changed. Railroad roofs replaced deck roofs. The old cars had been good for 55 mph; rebuilt, they had a top speed of 70, which TM used to advantage on newly built rapid transit and belt lines around cities.

TM acquired the four WTLH&P cars in 1924 and later gave them a similar treatment, and in 1927 TM ordered four all-steel cars of this same basic design from St. Louis Car.

Of the chair cars, the only survivor is TM 1129 (ex-WTLH&P 104), sold to Ontario’s London & Port Stanley in 1941 and now at the Illinois Railway Museum.



TM 1113 displays the classic steel interurban appearance of the rebuilt 1100s. The motorman looks back impatiently as passengers load at Waukesha in October 1948. W. B. Cox



The Milwaukee Electric sold four 1100s to Ontario’s London & Port Stanley in 1941. L&PS motor 16 (ex-TM 1129) and trailer 23 (1135) are at St. Thomas, Ont., in 1950. R. V. Mehlbeck



5. ULTIMATE LIGHTWEIGHTS

The interurban industry fought back against the automobile with lighter, faster, more comfortable cars. Developed at the start of the 1930s, these designs predated streamlining on the steam railroads. Among the finest lightweights were 55 cars bought by two lines in Ohio and Indiana.

Soon after its 1930 formation by merger of several roads, Cincinnati & Lake Erie, under the leadership of finance professor and innovative electric railway manager Dr. Thomas Conway, ordered from Cincinnati Car Co. 20 cars of a new design. Partial aluminum construction saved weight (and consumed less power), while the interiors of the cars, 10 of which had rear-end solarium lounges, were smart and modern. Carrying train

names like *Red Comet*, *Rocket*, and *Scarlet Wings*, the cars, which C&LE called “Red Devils,” attracted considerable public and media attention. In a famous stunt, a Red Devil attained a reputed 97 mph to beat an airplane in a race.

But the luster soon faded as C&LE’s connection to Detroit (via the Eastern Michigan Railway) was severed in 1932. In a similar vein, Lake Shore Electric’s 1938 abandonment cut C&LE’s link to Cleveland. The loss of these connections was devastating, especially to C&LE’s next-morning freight delivery program.

Indiana Railroad (also the product of a 1930 multi-road merger) borrowed one of the C&LE cars for tests in March 1931. Equipped with the heavier, better-riding Commonwealth “Equalized Swing Mo-

tion Truck” and the GE706b traction motors that IR planned to use on its own high-speeds, the test car proved the concept to the Indiana. The road placed orders with Pullman-Standard and American Car & Foundry for 35 cars, which began arriving in late summer 1931. Another enhancement on the C&LE design included provision for multiple-unit operation in trains of up to three cars. IR reported time savings of as much as 30 to 50 minutes over the times posted by heavyweight equipment on the Fort Wayne and Louisville lines.

But the lightweights could only postpone the inevitable. IR’s fate was sealed by the combination of the 1937 recession, increasing miles of paved roads and private vehicle usage, as well as the Secu-



C&LE 125, one of the 10 Cincinnati-built Red Devils with a solarium lounge at the rear, is at Springfield, Ohio, during a Cincinnati-Columbus *Golden Eagle* run in May 1936.



Passengers step aboard Indiana Railroad car 78, working a Muncie-Indianapolis run at Chesterfield, Ind., in June 1940. A head-on collision involving this car in September 1941 resulted in the end of passenger service on IR lines. John F. Cook



Now working for the Cedar Rapids & Iowa City, former C&LE lightweights congregate near Cedar Rapids Union Station, visible in the background, in May 1953. W. C. "Bill" Janssen

rities & Exchange Commission order for the dissolution of IR's parent, Samuel In-sull's Midland United holding company.

Between 1938 and '41 the abandonment of the C&LE and IR flooded the market with these nearly new lightweights. The IR cars were available for \$1,000 each. Traction authority Bill Janssen later observed that Illinois Terminal could have bought 1,000 of the lightweights for what it later paid for its three ill-fated postwar streamlined trains.

Thirteen of the 20 C&LE cars went to Lehigh Valley Transit, and 6 went to the Cedar Rapids & Iowa City (Crandic). Just two IR cars were sold for continued use, one each to LVT and Crandic. Four ex-C&LE cars were preserved after use on Crandic, as were both of the ex-IR cars.



Having just met a sister car at Brush siding near Norristown, Pa., on the Lehigh Valley Transit, an ex-C&LE high-speed car rolls toward Philadelphia in September 1948. George Krambles

Having just crossed the Schuylkill River, Philadelphia & Western Brill Bullet No. 204 approaches the end of its run at Norristown, Pa., in September 1952. George Krambles



6. BRILL'S SPEEDING BULLETS

Cincinnati Car Co. was not alone in developing lightweight, high-speed electric railway cars—the J. G. Brill Co. of Philadelphia was also a player. The connection between Brill and Cincinnati's work was Dr. Thomas Conway. He had established his credentials in the early 1920s on the Chicago Aurora & Elgin—revenues rose 66 percent in the first four years of his time on the road—and followed this up with a 22 percent increase in revenues in his first four years on the Cincinnati, Hamilton & Dayton interurban he used as the principal component in assembling the C&LE.

The Philadelphia & Western was a third-rail-powered line that ran northwest from a terminal on the far west side of Philadelphia. Challenged by the electrification of Pennsylvania Railroad and Reading Company suburban lines to Norristown, P&W decided to drastically improve its service. It turned to Conway.

In 1930, Conway's management team

at the P&W arranged for C&LE Red Devil car 127 to be tested on both the P&W and the Lehigh Valley Transit, whose trains used the P&W to reach Philadelphia. It showed what was possible, and the next step was to work on aerodynamics and conclude what else could be done to reduce operating costs. The result was the Brill "Bullet."

As developed for P&W, this was a 50-foot 6-inch, double-ended car seating 56 riders. Thanks to a liberal use of aluminum in their construction, the Bullets weighed just 26½ tons; packing four 100 h.p. traction motors, each car offered a staggering 15.1 h.p. per ton. The 10 Bullets did the trick, saving the P&W, which survives today as SEPTA's Route 100. On top of that, most of the Bullets operated—at high speeds, over a demanding right of way, making frequent stops—for nearly 60 years.

Although Brill may have hoped to sell many more Bullets, the design came

along at a time when both the economy and the interurban industry were in steep decline. In 1932, the industry experienced its peak year in terms of miles abandoned, when 1,300 miles of track ceased operations. In spite of this, the 33-mile Fonda, Johnstown & Gloversville, which ran west from Schenectady, N.Y., took the plunge and bought five single-end Bullets.

The FJ&G cars were slightly shorter



Bamberger 128, an ex-FJ&G Bullet, works at Salt Lake City in September 1950. H. M. Stange



than the P&W's, measuring 46 feet 11 inches and seating 48. With motors rated at 200 h.p. and an overall weight of 21.1 tons, these cars boasted a respectable 9.5 h.p./ton. FJ&G was able to cut about 10 percent off the one-way running time once the Brills replaced its old wood-and-steel cars. However, the condemnation of a bridge into Schenectady killed most of FJ&G's traffic base, and the line ended electric operations in 1938.

FJ&G's five Bullets were returned to Brill, which sold them to Utah's Bamberger Railroad the following year. BRR had just emerged from bankruptcy, and the management's interest in the new cars was part of an overall program of modernization. This prepared the road for World War II, during which its passenger revenues increased nearly five-fold. Nevertheless, BRR ceased passenger operations in September 1952.

Two of the FJ&G/BRR Bullets survive, along with seven P&W cars.

7. PARLOR-CAR PERFECTION



Just arrived from Marion, Ohio, heavy steel parlor car 500 of the Columbus, Delaware & Marion cuts a formidable figure at the Columbus interurban terminal in 1931. W. B. Cox

Perhaps the apogee of the heavy steel interurban came in 1926 when American Car & Foundry built two magnificent parlor cars for Ohio's Columbus, Delaware & Marion.

Based on a 1923 ACF design for parlor-buffet cars built for Interstate Public Service Co., CD&M Nos. 500 and 501 contained 27 parlor seats plus an 8-seat smoker section, all wrapped in a stunning red and cream livery that earned the cars their "Redbird" nickname. The 60-foot-long, 46-ton cars were equipped with four 145 h.p. Westinghouse motors, giving them an impressive 12.6 h.p./ton.

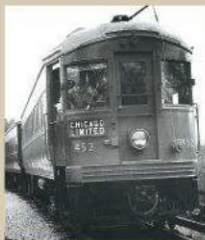
CD&M put these fast beauties to good use, averaging 40.4 mph on its 67-mile express runs, according to a September 1930 timetable. The expresses were still

named in this timetable, with the *Capitols* operating south to Columbus and the *Northerns* running in the opposite direction. Train names were gone by the January 1, 1931, timetable, but CD&M still operated 11 local trains and 5 parlor car expresses to Columbus, with 9 locals and 7 expresses out of the state capital.

Connections to other interurbans in Columbus were important to CD&M, though one by one they fell by the wayside as the Depression took its toll. The abandonments of the Scioto Valley Traction in September 1930 and the Cleveland, Southwestern & Columbus four months later weakened the CD&M. With the CD&M's abandonment on August 23, 1933, the Cincinnati & Lake Erie became the last interurban in Columbus.

END OF AN ERA

The final three North American interurban orders embodied distinct approaches to car design. Chicago Aurora & Elgin Nos. 450–459 (St. Louis, 1945) possessed a concave-convex side section to give passengers more room on a car that could still fit through "L" platforms; they lasted until CA&E quit in 1957. In Ontario, Grand River Railway combine 626 (National Steel/GRR, 1947–48) followed 1920s practice; it ran just 7 years. Illinois Terminal in 1946 ordered from St. Louis eight cars to be used on a trio of new named trains. Delivered in 1948, the three combines, two coaches, and three coach-dinette-observations were the near-equals of steam-road streamliners in dimensions and appointments. Beset by truck and clearance issues, the streamliners never operated as intended, and they died with IT's intercity service in 1956.



From left: Chicago Aurora & Eastern coach 452, Grand River combine 626, and Illinois Terminal streamliner 300.

8. SOUTH SHORE'S LONG-SERVING STEELS



Four lengthened South Shore cars arrive at the road's terminal adjacent to IC's Randolph Street Station in Chicago in March 1957. W. C. Janssen

The transformation by utilities magnate Samuel Insull of the bankrupt Chicago Lake Shore & South Bend, which he bought at auction on June 29, 1925, into the substantial and profitable Chicago South Shore & South Bend was a herculean effort by any measure. Within six months, a 900-man workforce was engaged in the complete rehabilitation of the property.

A major part of this effort was conversion of the power system from the original, unsatisfactory 6,600-volt A.C. to 1,500-volt D.C. In addition, the entire main line was resurfaced, and the west end was upgraded from a mix of 70- and 80-lb. rail to 100-lb. iron from Hammond, Ind., to Kensington on Chicago's South Side. Perhaps most important, the South Shore gained trackage rights from Kensington to downtown Chicago over the Illinois Central, which was electrifying its suburban service with a 1,500-volt D.C. system.

Transforming the electrical system involved the reuse of many of the wood

poles from the A.C. electrification, which now supported steel trusses from which catenary was suspended. New, adjustable galvanized brackets were used on the single-track sections, while a one-mile, double-track stretch was rebuilt into the famed "Ideal Section" using galvanized bridges on a 300-foot spacing. The physical plant improvements paid off, both by reducing operations and maintenance expenses and also leading to much-improved service, as measured by a 24 percent increase in on-time operations in the two years following the CSS&SB takeover.

The South Shore converted some of the old Lake Shore wood cars to D.C. operation, but this was in interim step before the arrival of a fleet of new steel cars. Delivered from Pullman in June 1926, the first 25 cars (10 combines and 15 coaches) were 60 feet long, weighed 60 tons, and carried four 200 h.p. motors—figures on par with full-sized multiple-unit equipment used on electrified steam railroads.

Operation over the IC tracks began

on August 29, 1926. A little over half a year later, South Shore ridership to and from Chicago had doubled.

All 25 of the steel cars were needed to handle these loads throughout the fall and winter of 1926. To deal with the surge in ridership, South Shore returned to Pullman for 20 additional cars: 10 motors and 10 trailers. These 1927-built cars incorporated many improvements over the first order, including an additional foot of length, bucket seats, and "Pull-



Orthochromatic film makes a line of new CSS&SB cars, led by No. 25, look dark in color. They were orange with maroon letterboards.

9. MOVING THE GOODS



Wide-windowed air-conditioned car 24 leads a Michigan City-bound train across the diamonds at IC's 115th Street-Kensington station in December 1980. Art Peterson

man-type" smoker sections. South Shore bought 18 additional cars, this time from Standard Steel, in 1929.

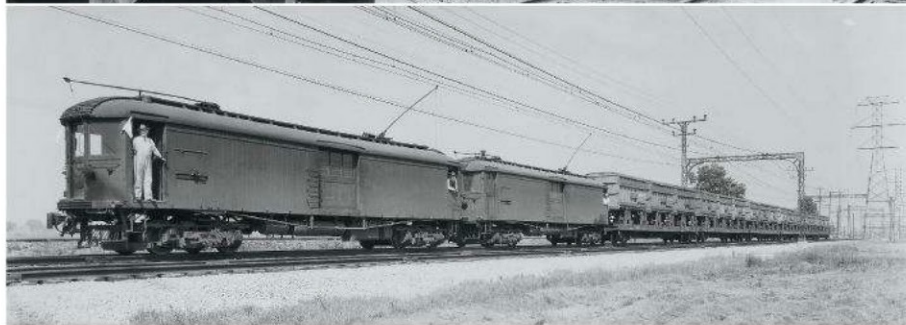
Although the Depression led to the discontinuance of parlor and dining car service on the South Shore, the road's fortunes took a dramatic upturn during World War II. Employment in the heavy industrial belt of Northwest Indiana swelled, which, coupled with restrictions on private auto usage, put the South Shore in an excellent position to capture new traffic. The road posted a 60 percent increase in passenger revenue between 1941 and '42.

Strapped for capacity, the CSS&SB appealed to the War Production Board, which granted authority to modernize and lengthen 10 cars by 16 feet each, boosting capacity by up to 30 seats per car. The road's shops at Michigan City, Ind., performed the work during 1942-43. Passenger revenues increased 40 percent in those two years, with a total of 4.7 million riders carried.

The improvement program continued into the postwar era. By the end of 1946, 23 cars had been stretched. In 1947 the road added air-conditioning and wide picture windows to the improvement package, and later sent some of the wartime rebuilds back to the shop for the full treatment.

South Shore's sturdy 1920s-vintage cars rolled on until the end of the steel car era on the road. In fact, car 25 from the class of '27 was used to haul guests to the dedication ceremony for the new Nippon Sharyo-built stainless-steel M.U.'s on October 25, 1982, 11 months before the old cars' last run.

The South Shore cars' late retirement date and the growth in the preservation movement meant that many examples were saved at numerous locations around the Midwest and beyond.



Top: North Shore box motors are loaded with LCL freight at the Montrose freight house in Chicago in 1927; heavy, hinged doors on the car at left identify it as one of the road's four refrigerated trailers. Above: Twin box motors head up a "ferry truck" piggyback train in 1928.

If there was a freight or less-than-carload (LCL) market to be tapped, interurbans usually didn't take too long to respond. Such traffic was generally accommodated in combination coach-baggage cars or in "box motors," cars with wide side doors in the manner of a boxcar and operating controls at the ends. Sometimes called express cars, box motors might run singly, in multiple with other box motors, towing similar-looking but unpowered box trailers, or as locomotives pulling trains of standard freight cars.

After becoming part of Samuel Insull's utilities empire in 1916, the Chicago North Shore & Milwaukee continued its predecessor's practice of soliciting LCL and carload business. New steel combines and 50-ton GE steeple-cab locomotives were part of the road's early equipment orders.

The North Shore actively sought out new markets, including the delivery of Chicago newspapers to the northern suburbs. As part of the 1919 deal to secure trackage rights over the rapid transit "L" lines to downtown Chicago, the North Shore also gained the use of the grade-level freight house at Montrose

Avenue in Chicago.

Under the "Merchandise Dispatch" (MD) banner, the North Shore continued to improve its freight service and equipment. The road's typical passenger-car architecture, characterized by arched roofs and deeply curved ends, was carried over into its MD motors. The North Shore eventually amassed a fleet of some three dozen 50-foot box motors, plus several trailers. Most were built by Cincinnati Car Co. in 1920, '22, and '24.

Opening of the Skokie Valley Route in 1926, with its easy curves and generous clearances, allowed NSL to engage more actively in mainline interchange freight service and to develop "ferry truck" service, one of the first piggyback operations. The MD motors were drafted into locomotive duty during World War II, which also saw the North Shore lease Chicago Rapid Transit's two steeple-cab locomotives. In addition, the North Shore picked up an ex-Arkansas Valley steeple-cab to further increase its freight-hauling capacity.

With the demise of both the ferry truck and LCL services in 1947, there was little need for the MD fleet, and most of the cars were off the roster by 1950.

10. COMING FULL CIRCLE



Colorful Georgia Power Co. curved-sides 495 and 496, built for Indianapolis & Southeastern, meet at Avondale, Ga., in 1942. Georgia Power, which had a total of 19 new and secondhand curved-sides, operated lines from Atlanta to Marietta and Stone Mountain. W. C. Janssen



The future Georgia Power 496 (top photo) was built in 1929 as I&SE parlor 255, seen in a builder photo. When I&SE closed, the car went to Tennessee's Nashville-Franklin Railway, then to GP.

It took the interurban industry less than the span of one generation to return to its carbuilding roots in resuming the use of streetcar-like practices for many of the lightweight car designs. As early as 1918, Cincinnati was building lightweights that followed then-current streetcar practices. But the car-

builder didn't stop the process there: Its engineers developed the famous curved-side design in 1922 in response to a client's particular requirements for a lightweight interurban car.

The patented concave-convex curved-side panel provided greater strength in a lighter-weight thickness. In addition, use

of aluminum fittings further reduced overall weight so that the first cars measured 40 feet in length but weighed only 12½ tons. Thanks partly to wheels of just 26 inches in diameter, the cars had low floors, the end platforms being just 30 inches above the rails.

From an initial 10-car order for Kentucky Traction & Terminal, Cincinnati would ultimately build an even 400 curved-side cars over the next eight years. Configurations ranged from four-wheel city cars to 47-foot interurbans. The largest single order was for 75 cars for Cincinnati Street Railway's streetcar lines. There were also several single-car orders, the most unusual being a car that International Harvester's Deering Southwestern subsidiary fitted with a gas engine.

The big interurban companies found uses for the curved-sides as well, with Interstate Public Service ordering five cars in 1922 and the North Shore Line picking up a pair in 1923. That year saw the peak of curved-side production, with 159

cars built. On the North Shore, the curved-sides went to work on the Mundelein Branch, shuttling to and from Lake Bluff, Ill. With the opening of the Skokie Valley Route in 1926, the lighter Cincinnatis began operating alongside their heavier brethren. The difference in car weights was a factor of 2.5, and there was a substantial mismatch in floor heights with the typical North Shore car. The operating department became concerned for occupants of the curved-sides in the event of a collision with a standard car. The road stored the curved-sides at its Highwood Shops in 1932, and they never ran again.

The Indianapolis & Southeastern was created in 1929 out of the reorganization of the failed Indianapolis & Cincinnati Traction. When the I&CT opened in 1905, it was the first installation of Westinghouse's 3,300-volt A.C. electrification. The road stuck with the A.C. system until 1923 when it converted to a more conventional 600 volts D.C., using big steel cars unsuited to the moderately trafficked line. The road lost nearly \$180,000 in 1923, with passenger revenues off 10 percent from the previous year, and soon entered bankruptcy.

Bankruptcy led to reorganization as the Indianapolis & Southeastern in 1929. Light (about half the weight of the 1923 cars) Cincinnati curved-sides, outfitted as deluxe parlor cars, replaced the heavyweights. Numbered by fives, the 10 cars each wore distinctive pastel paint schemes and trim designs. I&SE followed up by leasing Cincinnati's 1926-built demonstrator car and then purchased two more curved-sides in 1929.

The combined effects of the Depression and greater miles of paved roads undid the I&SE, which shut down in 1932. The road's curved-sides went on to second and third careers in Indiana, Ohio, Wisconsin, Tennessee, and Georgia.

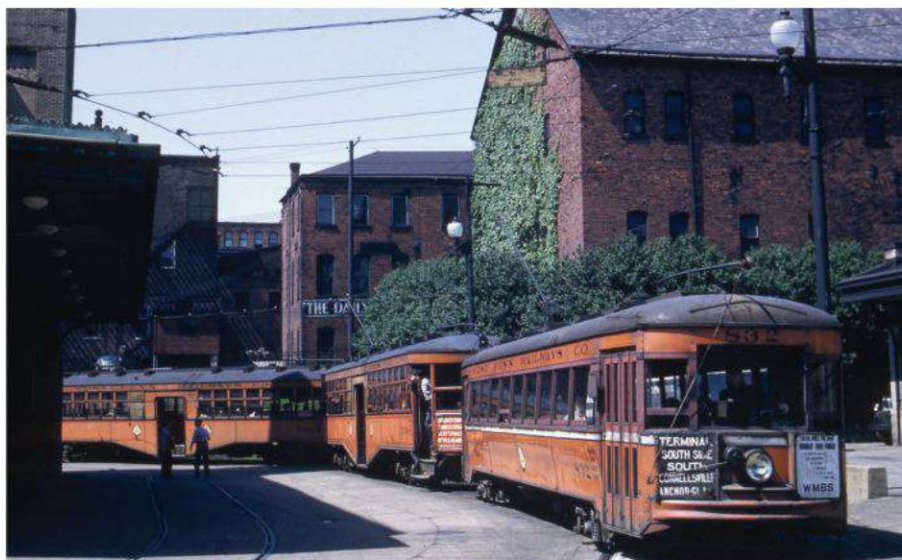
The ultimate curved-sides are the final two orders of 1929, which comprised a total of 15 cars for Monongahela West Penn and parent West Penn Railways. The dozen cars for West Penn could operate either as one-man or two-man cars and initially ran on the Allegheny Valley line connecting Aspinwall and Natrona, Pa., until this operation ended in 1937. Thereafter, they were transferred to Connellsville suburban service and remained there until 1952. Curved-sides survive in several museums. ■



North Shore Line used its curved-sides on shuttles to Mundelein, where No. 510 compares heights with standard car 701 in 1932, just before the Cincinnatis were stored. George Krambles



The wall contours of the curved-sides are apparent in this view inside the deluxe parlor car *Cincinnati*, built in 1926 for exhibit at a trade show. It became I&SE parlor 250 in 1929.



In another photo emphasizing the Cincinnati curved-sides' low profile, West Penn Railways 832 (now preserved at the Pennsylvania Trolley Museum in Arden, near Pittsburgh) stands in front of two older cars at Connellsville, Pa., in May 1952. W. C. Janssen



In a beautiful part of southeast Pasadena on Oak Knoll Avenue, northbound wooden cars 975/954 curve past Pinehurst Drive on July 15, 1942.

RIDING THE PACIFIC ELECTRIC

The nation's largest interurban system got a young Santa Fe fan where he wanted to go

By Stan Kistler • Photos by Harold F. Stewart, from the author's collection

As a youngster growing up in Southern California in the 1940s, I was fascinated, like so many boys my age, with mechanical things, and trains in particular. This meant mainly steam trains, although I did have a passing interest in the electric lines I happened to be exposed to, notably the region's giant Pacific Electric system. The PE was the largest interurban in the U.S., with more

than 1,000 cars operating over 1,000 miles of track on a system that in 1929 boasted 575 route-miles.

My earliest PE recollection dates from 1939, when we were living in Long Beach. We had an apartment on Seventh Street, which had a PE local line. I would surmise from what I learned later that the cars I saw were four-wheel Birneys.

We moved to San Diego in summer 1941. World War II broke out on December 7, and the city bustled with military

activity during the war years. During that time, I rode all over San Diego on the streetcars and buses of the San Diego Electric Railway.

I remember a trip in late 1944 up to Pasadena with my mother and 2-year-old brother. We were headed there for the Christmas holidays with my grandparents and aunts and uncles. We boarded a Santa Fe *San Diegan* so crowded that it was standing-room-only, but my mother was given a seat by a kind Ma-

rine. I stood much of the way. Grandfather had told us he could not drive to Los Angeles Union Station to meet us because of gas rationing, so we were to take "the Red Car," as the Pacific Electric was universally known to locals.

We walked out of the station and over to the corner of Alameda and Aliso streets to wait for a Pasadena Oak Knoll train, which I recall consisted of two steel cars. On this too, standing-room-only was the order of the day. We arrived at Colorado Street (later Boulevard) and Lake Avenue in Pasadena, where Grandpa met us in his 1939 Dodge.

In spring 1945, we moved from San Diego to Altadena, the town just north of Pasadena below the San Gabriel Mountains. By this time I was in junior high school and had a weekly allowance, and I also worked a few hours on Saturdays at a nearby grocery store. One Sunday that summer, I decided to go into Los Angeles to watch trains at Union Station. This involved a short bus trip from our Altadena home to downtown Pasadena, again at Colorado and Lake, where I boarded an inbound PE Pasadena Oak Knoll Line car.

I boarded the car, one of the steel 1100-class interurbans, in a safety zone on Colorado, and we immediately made the 90-degree turn in mid-street onto South Lake Avenue. I recall the conductor standing on the rear platform holding out a red flag.

When it came time to collect fares, there was a rod just beneath the ceiling that ran the length of the passenger compartment, and with it a cord attached to the fare register located on one of the bulkheads. With it was a large dial with fares marked in 5-cent increments. When the conductor took my fare, he reached up and turned the rod so an arrow pointed at the amount collected (all of 20 cents!); he then pulled the cord once, and the fare was recorded in the register. He pocketed the money, or added it to his coin changer, I assume to be accounted for after his shift ended.

The Oak Knoll Line ran through an area of beautiful homes and past the famous Huntington Hotel on the Pasadena-San Marino border. At Huntington Drive, the line joined the double-track line from Glendora, Azusa, Duarte, Monrovia, and Arcadia and became four tracks. The Oak Knoll cars used the outside tracks to Sierra Vista, at Huntington Drive and Alhambra's West Main Street. Here they switched to the center tracks



North of Huntington Drive and seven blocks south of Pinehurst on South Oak Knoll, near Monterey Road in San Marino, older wooden car 1053 helps out during a 1947 rush hour.

for a fast run into Los Angeles, almost all of it on private right of way. I think we must have gotten up to 50 or 55 mph going through El Sereno and Indian Village before the stop at Valley Junction. Here the Baldwin Park Line, the remnant of electric passenger service on the San Bernardino Line of the Eastern District, came in from the east.

Shortly we were passing PE's Macy Street shops, where the Northern District cars were maintained. I got off at the foot of the Aliso Street bridge over the Los Angeles River (today near where the San Bernardino Freeway crosses) and walked back along the road below the bridge to the Santa Fe tracks. From there it was a short hike north along the right of way to Mission Tower, the big junction northeast of Union Station where all the passenger lines came together. I spent that afternoon, and many more thereafter, just watching the railroad activity around the tower, but it was the PE that got me there and back. I think it cost me all of 60 cents for each of those afternoons of great train-watching—and that included a 5-cent Coke!

On one of those Sunday outings, I remember that the car I rode in from Pasadena was one of the older "ten-hundred class" wooden cars. Sitting in the rear, I would watch the front end twist and sway on some of the curves. The ten-hundreds, which had been around since 1913, worked valiantly through World War II but soon would be retired.

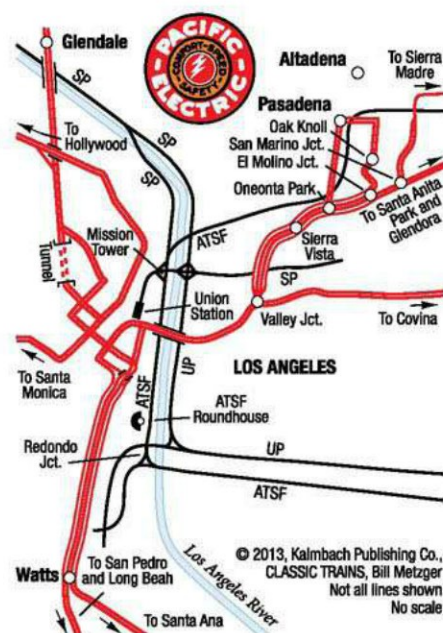
After the war ended in August 1945, I became more informed about trains and started photographing them in Pasadena. It was there where I met some serious railfans who had been in the hobby since the 1930s. I made my first trip to Cajon Pass

on V-J Day in the company of one of them, Don Yeager. I came to be indebted to friends who had cars to get around to the area's great photo spots; otherwise, the Pacific Electric usually got me where I needed to go.

I started making Sunday trips to the Santa Fe roundhouse at Redondo Junction in L.A. Here again, the PE was my main mode of transportation, giving me a connection to the Los Angeles Transit Lines "J" car that ran on Santa Fe Avenue and got me close to the roundhouse.

In early 1946, we moved to East Pasadena, a few blocks from the PE Sierra Madre line. My railfan friends had suggested that I could do even more engine picture-taking at San Bernardino because the Santa Fe had major shops there, and Union Pacific also ran steam

WHERE STAN RODE

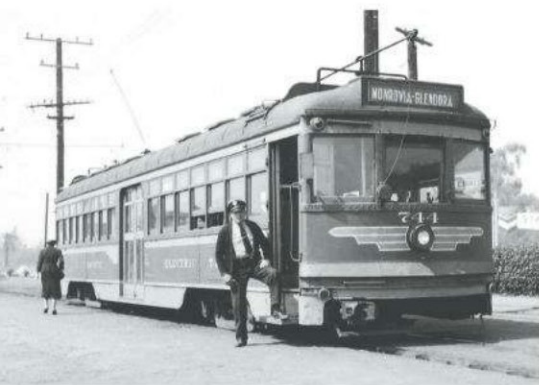




A rare snowfall has blanketed Pasadena and surrounding communities on January 11, 1949, as Pasadena-Oak Knoll car 1111 crosses Old Mill Road, inbound toward Los Angeles.



At Sierra Vista, car 410 leads a three-car Rose Parade Special back toward Los Angeles on January 1, 1951. These cars were seldom seen on Pacific Electric's Northern District except on New Year's Day. At right, a Watts-Sierra Vista local car has just arrived at the terminal.



Last Day: On September 19, 1951, the finale of electric operation on the Monrovia-Glendora Line, an operator poses with car 744 at San Marino. The slower, two-man suburban cars replaced 1100s in the line's last year.

helpers through there toward Cajon Pass. One of the best ways for me to get to "San Berdoo" and back was how I first did so one day in fall 1946. I walked the few blocks from my home to Colorado Street and Sierra Madre Boulevard to catch an inbound Sierra Madre shuttle car to San Marino. There I caught an inbound Azusa/Glendora car to L.A. Union Station, and from there I had a memorable ride east on the *Grand Canyon Limited* behind one of Santa Fe's 2900-class 4-8-4s.

The train left Los Angeles about 9 a.m., arriving in San Bernardino at 10:45. This gave me about five hours to roam around the yards and roundhouse area, as well as the "boneyard" where

dead locomotives awaited scrapping. The westbound *Grand Canyon* left San Bernardino at 3:55 p.m., and I returned to Pasadena by the reverse of my morning route after a good day of picture-taking.

January 1, 1947, was an especially busy day for the Pacific Electric. What with the annual Tournament of Roses parade in Pasadena and the racetrack specials from Los Angeles to the Santa Anita track in Arcadia, PE's Northern District was inundated with cars from other parts of the system. Some friends and I took up residence at Oneonta Park for most of the day, watching the parade—the electric one, not the one with the floral floats. Oneonta Park, at the foot of Fair Oaks Avenue in South Pasadena where it met Huntington Drive, was where the double-track Pasadena Short Line entered the four-track main line.

All day long, three-car trains paraded past us, hauling thousands of people to and from the Rose parade and Santa Anita. We watched 950-class wooden cars from the Western District, 1200-class steel cars from the Eastern District, 300- and 400-class "blimps" from the Southern District, and the 600-class center-entrance suburban cars. The blimps were former Northwestern Pacific and Interurban Electric Railway cars from Northern California that PE acquired during the war. On this day, I saw the largest assortment of PE cars I would ever see at once.

Still without my own auto, I continued to take the PE to the many locations in Southern California where I could photograph the steam roads. But the automobile and the new "freeways" were taking their toll on PE passenger volume. Motor vehicles clogged streets where the PE ran, causing its schedules to be lengthened. Maintenance-of-way budgets were slashed.

The Northern District that had served Pasadena so well for so many years was changing in 1950. I was working for a photo lab on Colorado Street where the daily passage of the Oak Knoll Line cars vibrated our basement lab as they passed. It was just one of those daily occurrences that I never really thought about . . . until Pacific Electric announced it would end service on this line on October 8, 1950. It was time to take some action, and to at least get some pictures on the last day.

I went downtown early that morning before I was due in at work. I walked down to Colorado and Fair Oaks and



On October 8, 1950, the last day for the Oak Knoll line, I was out for photos and hustled down the sidewalk on Colorado Street to make this shot—a special favorite—of car 1125 waiting at the crossing as Santa Fe's L.A.-bound *Super Chief* slows for its Pasadena station stop.

Stan Kistler

made a picture of an outbound “eleven hundred” making the turn onto Colorado, then began walking the block and a half east to where Santa Fe's Second District, the main passenger-train route, crossed Colorado and the Oak Knoll Line tracks. As I was about a half block away, the crossing bells started ringing and the gates began to come down. An Oak Knoll car was stopped behind the gate as the westbound *Super Chief* passed, slowing for the Pasadena station a few blocks south. I had the camera ready and recorded an image of the trains [above]. The photo is one I have always cherished. (You'll note that the other photos illustrating this tale were taken by the late Harold Stewart. He was a 61-year veteran of employment by Pacific Electric and successors

Southern Pacific and Union Pacific who, beginning in the early 1930s, became the ultimate photographer historian of the system—see “Harold Stewart and the Pacific Electric” in Spring 2008 *CLASSIC TRAINS*. Harold retired in 2002 and died in 2005.)

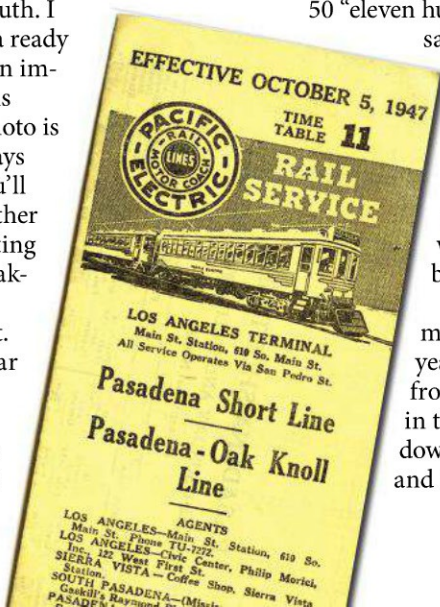
The Sierra Madre Line also was abandoned on that day, and the Pasadena Short Line was converted to one-man cars of the 5050 class (formerly the 600-class, two-man suburban cars). The 50 “eleven hundreds” were put up for sale and soon went south to Argentina. The Monrovia-Azusa-Glendora Line survived for another year, but was taken over by the two-man suburban cars of the 700 series until it, too, was abandoned, in September 1951.

I remember one trip I made to San Bernardino that year. It was about a mile walk from our East Pasadena home in the Chapman Woods area down to Rosemead Boulevard and Huntington Drive. There I

caught an inbound Monrovia car to Valley Junction, where I had to transfer to a PE bus for the rest of my trip to San Bernardino. Electric passenger service on the San Bernardino Line had been discontinued many years before. Pacific Electric's buses were built by White, and while they had comfortable long-distance seats, the fumes from the under-floor engines were pretty bad, at least on that trip.

I finally was able to buy a used automobile in late 1951, and with my own “wheels,” my days of riding the PE were pretty much over. I watched from the sidelines as the Pacific Electric of my youth faded away, with the sale to Metropolitan Coach Lines of the remaining passenger operations in 1953, and the final runs of the Long Beach and Watts lines in 1961 by the Los Angeles Metropolitan Transit Authority.

Now, more than a half century later, Los Angeles and its suburbs are covered by miles and miles of new passenger rail lines—light rail, subways, and a commuter rail system on former “steam road” tracks. Back then, I never would have dreamed it to be possible. ■





CONNECTICUT CO. The New Haven Railroad created the Connecticut Co. in 1907 as part of its plan to control all electric lines in its territory. Anti-trust laws forced the steam road to sell its traction lines, but the Connecticut Co. survived intact as operator of most city and interurban lines in

its namesake state. The company abandoned its last true interurban routes in 1937, but the city lines in New Haven lasted until after World War II. Part of the interurban-like line to Short Beach on Long Island Sound, pictured here, became the Shore Line Trolley Museum, which runs cars on it today.

Kent W. Cochrane



UTAH-IDAHO CENTRAL A railfan stands in deep snow to photograph a meet of two Utah-Idaho Central trains at Summit siding, top of the grade over Colliston Divide in Utah, on March 26, 1942. Running between Ogden, Utah (where it shared a depot with the Bamberger Railroad), and Preston, Idaho, the UIC was completed in 1918. Interchange freight business wasn't enough to sustain the road, and it shut down in 1947.

Arthur Lloyd Jr.



OHIO ELECTRIC There's a crowd on hand at Van Wert, Ohio, on May 9, 1912, to welcome orator and sometime presidential candidate William Jennings Bryan, just stepping off an Ohio Electric car for a speaking engagement. Ohio had far more interurban miles—2,798, most built before 1908—than any other state, and the OE was the state's biggest electric line, with 617 miles at its peak in 1909. The product of a 1907 combination of smaller lines, the OE was always financially weak, and the system was broken up in 1921.

John A. Rehor collection

SACRAMENTO NORTHERN Baldwin-Westinghouse motor 661 heads a freight south at Moraga, Calif., in the early 1950s. SN began in 1906 with a Chico–Sacramento line, came under Western Pacific control in 1922, and reached the Bay Area in a 1928 merger with the Oakland, Antioch & Eastern. Trains crossed Suisun Bay by carferry. Freight ensured SN's survival after passenger service quit in 1941. Road trains were all-diesel by 1957, but electrics switched at Marysville until '65. Western Railway Museum operates several miles of SN line out of Rio Vista Junction.

Linn H. Westcott



ILLINOIS TERMINAL Formed in the 1890s by utilities tycoon William B. McKinley, and called Illinois Traction Co. until 1937, IT sprawled more than 400 route-miles from Peoria, Bloomington, and Danville, Ill., to St. Louis. IT's extensive passenger service included sleeping cars, a trio of postwar streamliners, and commuter runs, which ended in 1958. Freight service, also extensive and partially steam-powered, was all-diesel after '55. Norfolk & Western bought the IT in 1981. Here, IT class C motor 1587 is at the C&E interchange at Glover, Ill., on April 30, 1955.

W. E. Robertson; Krambles-Peterson Archive





UNION ELECTRIC CO. Connecting Parsons, Independence, and Coffeyville, Kans., with Nowata, Okla., the 77-mile Union Traction/Union Electric Co. was begun in 1907, completed in 1915, and operated 18 pairs of daily passenger trains right up until it was abandoned in 1948—a relatively late end for an interurban of its lightly built, rural character. Arch-bar-trucked Union Electric box motor 84 switches freight cars at Coffeyville in March 1940.

F. E. Butts; Krambles-Peterson Archive



FORT DODGE, DES MOINES & SOUTHERN

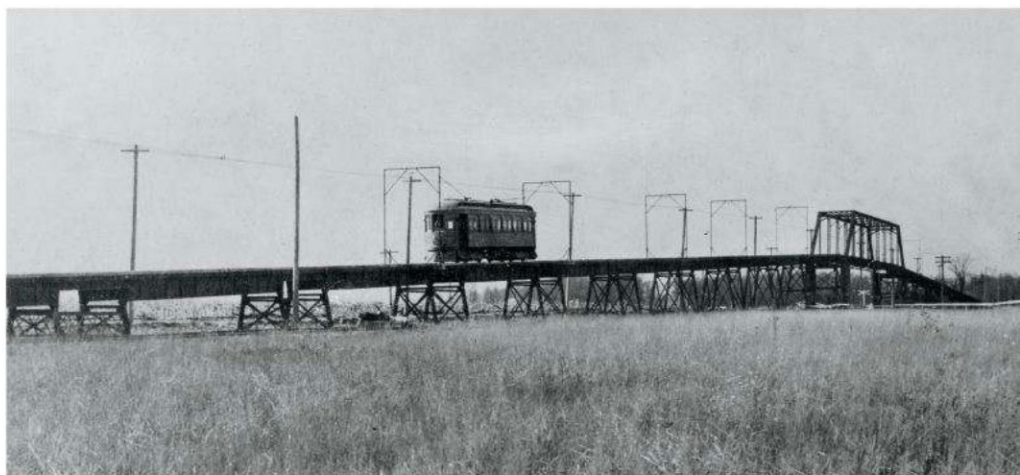
The 147-mile "Fort Dodge Line" was Iowa's largest interurban. It began as a steam railroad and was always primarily a freight carrier. FDDM&S got its first diesels in 1949, and when passenger service ended in 1955, the wires came down. The road survived for a time as a diesel-powered short line but is all gone now except for 11 miles north of Boone used by Boone & Scenic Valley steam and diesel tourist trains (and including the spectacular "High Bridge"). In a view from FDDM&S car 72, operating as Boone-Fort Dodge train 1 on April 9, 1955, a GE 70-tonner holds Niles siding with a freight from Rockwell City.

William D. Middleton



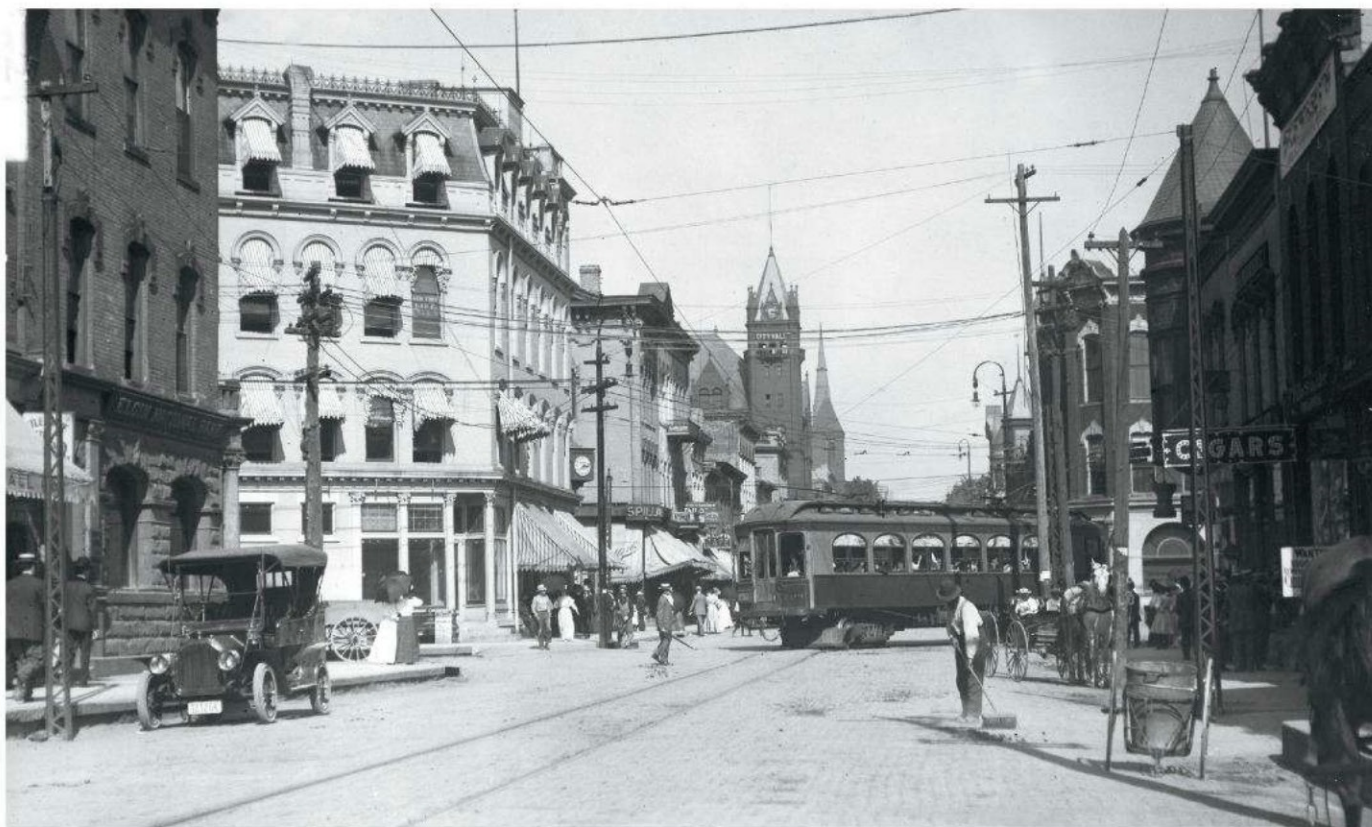
TERRE HAUTE, INDIANAPOLIS & EASTERN At 402 miles, THI&E was the second-largest interurban in Indiana, which itself ranked a distant second to Ohio in mileage (1,825). The company was formed in 1907 from four major components, and soon acquired more. Spanning the middle of the Hoosier State, THI&E in 1930 abandoned all but its Terre Haute–Richmond main line, which became part of the Indiana Railroad. In this 1909 view, THI&E's Lafayette–Lebanon–Indianapolis line crosses the Monon's Chicago–Indy route south of Frankfort.

CLASSIC TRAINS collection



DAYTON & WESTERN Steam railroads often refused to let interurbans, which they viewed with hostility, cross their tracks at grade, obliging the electric lines to build overpasses. In a classic example near the Ohio-Indiana state line, a Dayton & Western car climbs over the Pennsylvania's Pittsburgh–St. Louis main line. D&W's Dayton, Ohio,–Richmond, Ind., line constituted the most direct (and, after 1932, only) link between the interurban systems of Ohio and Indiana. D&W quit in 1937.

CLASSIC TRAINS collection



ELGIN & BELVIDERE It's 1908—noontime for the interurbans—as Elgin & Belvidere car 204 turns onto Chicago Avenue in Elgin, Ill. E&B is just two years old, the middle link in a chain of three interurbans linking Chicago and Freeport, Ill. E&B merged with its western partner in 1927, but closed in 1930; today Illinois Railway Museum uses 4.5 miles of the line. The automobile at left will soon have company, for Ford is about to produce the first Model T.



JOLIET, PLAINFIELD & AURORA American Car Co. produced this confection for exhibit at the 1904 Louisiana Purchase Exposition in St. Louis. After the fair, it entered service on the JP&A as the parlor car *Louisiana*. Alas, the *Louisiana* was lost to fire, and its owner, reorganized as the Aurora, Plainfield & Joliet, ended service in 1924, one of the first Illinois interurbans to succumb.

Two photos, Krambles-Peterson Archive





PIEDMONT & NORTHERN Developed by industrialist James B. Duke in 1910–16, P&N was the South's only major interurban system. It consisted of two disconnected segments: Greenwood–Spartanburg, S.C. (89 miles), and Charlotte–Gastonia, N.C. (24 miles). It was one of the strongest interurbans, thanks to carload freight traffic. Dieselized in the 1950s, P&N was merged into Seaboard Coast Line in '69. In May 1947, four years before passenger service ended on both P&N divisions, a train loads at Charlotte.

W. B. Cox; Krambles-Peterson Archive



CITY LINES OF WEST VIRGINIA Like Piedmont & Northern, West Virginia's Monongahela West Penn Public Service Co. had two separate divisions, built between 1901 and 1913. After abandonments in the 1930s, these were Fairmont–Clarksburg–Weston (50 miles) and Parkersburg, W.Va.–Marietta, Ohio (14 miles). MWP sold the lines in 1944 to City Lines of West Virginia, which soon replaced the electric cars with buses. Shortly before the end of rail service, car 280 is at the Weston station in June 1947.

C. Houser; Krambles-Peterson Archive

WATERLOO, CEDAR FALLS & NORTHERN Iowa's "Cedar Valley Road" began in 1897 with a Waterloo–Cedar Falls line, reached Cedar Rapids in 1914, was a pioneer among interurbans in handling interchange freight cars, and, with the last Waterloo–Cedar Falls run on July 31, 1958, ended the Hawkeye State's electric passenger service era. Dieselized and freight-only, it survived as the Waterloo Railroad. In July '53, before it was destroyed in a carbarn fire, WCF&N car 101 dashes out of Cedar Rapids. Built as a parlor-observation, No. 101 was converted to a coach but kept its open platform, a fun place to ride [see "Waterloo to Cedar Rapids," Summer 2012 CLASSIC TRAINS].

George Krambles; Krambles-Peterson Archive



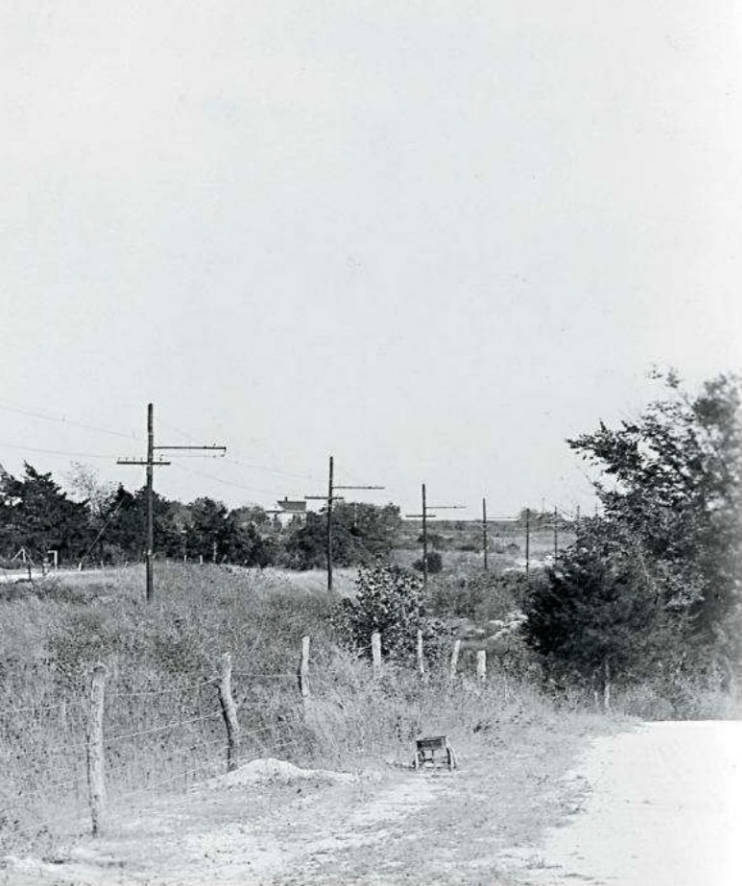
TEXAS INTERURBAN The big noise in North Texas traction was the Texas Electric, whose big cars raced between Denison, Dallas, and Waco, 170 or so miles, until 1948. Much quieter was the Texas Interurban, whose lines, Dallas–Terrell (33 miles, including a 12-mile tangent) and Dallas–Denton (29 miles), opened in 1923 and '24. One of the last-built and shortest-lived interurbans, TI was abandoned in 1931.

Krambles-Peterson Archive



CONESTOGA TRACTION CO. Spanning from the Susquehanna River to Coatesville, Pa., at its peak in 1909, the Conestoga Traction Co. was centered on Lancaster, Pa. The company's 130 miles of country trolley lines were extensions of Lancaster city routes, all of the 5-foot 2½-inch gauge used by many Pennsylvania traction lines. Reorganization in 1931 as the Conestoga Transportation Co. was followed by abandonment in 1932 of all or parts of seven rural lines, then two more in 1938. The last to go were the lines to Rocky Springs and Ephrata, in 1947. Here, a car passes Blue Ball on the Terre Hill line in 1931.

William M. Moedinger



EVANSVILLE, SUBURBAN & NEWBURGH In a quintessential interurban scene, ES&N car 101 approaches the shelter at Gilberts, Ind., shortly after this 10-mile Evansville–Newburgh, Ind., coal-hauling steam road was electrified in 1905. The coal trains remained steam-powered, with box motors handling LCL traffic. Passenger service ended in 1930 after a substation fire, and ES&N's final freight trains ran in 1947.

Krambles-Peterson Archive



WASHINGTON, BALTIMORE & ANNAPOLIS Two generations of WB&A equipment stand at the road's Baltimore terminal sometime in the first half of the 1930s. The road's original segment was Washington–Baltimore with a branch to Annapolis. In 1921, WB&A acquired the Annapolis Short Line, a direct route between the B&O's Camden Station in

Baltimore and the Maryland capital. The Washington service was fast and frequent, but ended in 1935 and the line was abandoned. Reorganized as the Baltimore & Annapolis, the road carried passengers on the former Short Line route until 1950, and thereafter conducted freight service on the line with a GE 70-ton diesel until shutting down altogether in the 1980s.

William E. Hoffman II



M&SC cars 623 and 621, just arrived from Montreal, stand at Granby, Quebec, as workers transfer mail to a waiting panel truck in June 1948.

LA BELLE INTERURBAN

Electric cars ran on Canadian National subsidiary Montreal & Southern Counties until 1956

By Jim Shaughnessy • Photos by the author

One of North America's classic—and longest-lived—interurban lines was the Montreal & Southern Counties in Canada's province of Quebec. The line's big green electric cars plied the rails east of the largest city in "La belle province" until 1956.

The M&SC was chartered in 1897, but not much happened until the Grand Trunk Railway became interested in 1905 and allowed the building of a single-track electric line hanging off the downstream (north) side of GTR's 6,560-foot Victoria Bridge spanning the St. Lawrence River at Montreal. Once the rails made it to the south shore of the St. Lawrence in 1909,

they were extended to suburban communities around St. Lambert, site of the M&SC's shops, and downstream, reaching Longueuil in 1910. Expansion east from St. Lambert found service reaching Ranelagh in 1911 and Marieville in 1912. The outbreak of World War I delayed extension to Granby, 47 miles from Montreal, until April 1916. The original hope was to build all the way to Sherbrooke, about 100 miles east of Montreal, but Granby would be the end. The M&SC operated independently until 1911, when it became a subsidiary of the Grand Trunk, which in turn was absorbed into Canadian National Railways in 1920.

In June 1948, during my first visit to Montreal, I rode the length of the M&SC. Cars originated at a small brick station in downtown Montreal at the corner of Youville and McGill streets near the harbor. There I boarded a train made up of two of the four newest cars on the roster, Nos. 623 and 621. Ottawa Car Co. built the quartet of double-enders in 1930 for the Windsor, Essex & Lake Shore Railway; after that line shut down in 1932, they came to the M&SC. An article in *Canadian Transportation* at the time stated, "The deluxe passenger cars are of steel construction, with a seating capacity for 50 passengers with a smoking compartment upholstered in leather, available for 10 persons." (After the M&SC closed in 1956, cars 620, 622, and 623 went to the Niagara, St. Catharines & Toronto Railway, also a CN subsidiary; upon that line's closure in 1959, they were scrapped. No. 621 was obtained in 1955 by the Seashore Trolley Museum in Kennebunkport, Maine, where it resides today along with two other M&SC cars.)

After departing the station, we ran on city streets through a somewhat dingy industrial part of Montreal until we reached Victoria Bridge. Once across the bridge, the tracks crossed under the CN main line and then wound through residential sections of St. Lambert, with stops at quaint station buildings or just open platforms for several miles. As the line continued east, stops became farther apart. Beyond the Richelieu River bridge, except through Marieville, it was country running at a 40-mph clip through green pastures and tree-shaded byways all the way to Granby. The station there was a substantial red brick structure housing all that you might expect to find at a regular steam-road depot.

This being the end of the line, a number of chores had to be accomplished during the layover. Mail bags carried in empty seats in the second car were unloaded, the oil marker lamps were removed from the rear car, the trolley poles were changed for the return trip, and the usual chatter between train crew and station agent was completed. An empty express trailer, which had earlier brought the Sunday newspapers out, was added to the rear end for return to Montreal.

The postwar blight that infected the remaining interurban and streetcar lines all across North America—the private car and motorbus—hit the M&SC in the early 1950s, and its ridership declined. The first retrenchment occurred when parent CN assigned three new Fairbanks-Morse H12-64 diesels and refurbished four first-class coaches and two baggage cars and replaced the electric cars east of Marieville in November 1951.

The second phase of the M&SC's demise was prompted by the St. Lawrence Seaway project. Construction of a lock directly under the Victoria Bridge required alterations to the bridge. As part of the work, the M&SC track would be removed from the north side of the bridge and replaced by a new roadway to augment the existing, increasingly congested road on the south side. The last M&SC car out of Montreal crossed the bridge on June 19, 1955. Thereafter, M&SC cars provided local service in the St. Lambert area from a makeshift platform below the CN tracks at the car shops, as far as Marieville. While the new road was being built, passengers for Montreal transferred at the St. Lambert shops station to CN shuttle trains, which were replaced by buses when the road was ready.

The M&SC had been running in the red since the 1930s, but lack of access to downtown Montreal struck the final blow. The last M&SC electric car, wooden No. 608 (Ottawa, 1922), arrived at the St. Lambert shop platform from Marieville on October 14, 1956. Thus ended 47 years of electric service in the townships south and east of Montreal. ■



Wooden car 101 squeals around a tight curve at the M&SC's Montreal terminal during Jim's 1948 visit. Built in 1911 by the Grand Trunk's shops as a trailer, the car acquired motors in about 1912.



With sounds of traction in the air, the motorman of M&SC 623 watches the track ahead during Jim's 1948 trip to Granby. Measuring 51 feet long, these modern cars were powered by four 100 h.p. motors.



In November 1955, after the M&SC had been cut back from Montreal to St. Lambert, car 101 stands between the shops and the makeshift stairway that passengers used to transfer to CN trains into the city.



SEEKING SUNSHINE somewhere, anywhere!

With clouds and rain dogging us on our epic 1952 search for steam, we flip-flopped our planned itinerary and headed to the Midwest

By Edward Theisinger • Photos by the author

Spring weather can be unpredictable, but when you've planned your vacation to be an almost three-week trip to track down steam locomotives, you have to take what you can get. Such was the case in May 1952 when I and my friend, the late Bob Collins, headed out from northern New Jersey on Thursday the 15th in Bob's auto. We were accompanied by Preston Johnson of Boston and George Hamcke, like me a New Yorker.

Our first major target was Cumberland, Md., where we spent two days photographing Western Maryland steam, and some bonus Baltimore & Ohio action ["Storming Blackwater Canyon," Spring 2002 *CLASSIC TRAINS*, and "Two Days with Western Maryland Steam," Fall 2008 *CT*]. On Saturday, May 17, we left WM's coal-country hub of Elkins, W.Va., first stopping at Jerryville to photograph an ex-Gulf, Mobile & Ohio 2-8-2 on the Cherry River Boom & Lumber.

We shot some B&O engines at Cowen [above], then dropped by Allingdale to see the 12-mile Strouds Creek & Mud-dlety, which we found to be using B&O power. We also chanced upon B&O's Grafton-Richwood passenger local 135, with two cars behind Pacific 5109 [opposite page]. We made quick stops to see the Buffalo Creek & Gauley and Elk River Coal & Lumber, but decided against photos owing to the bad light conditions. We spent the night at a motor court with



cabins at Gauley Bridge, W.Va.

Sunday the 18th brought more rain, so all we could do was watch Chesapeake & Ohio and Virginian Railway action before proceeding on through Charleston. We did stop at St. Albans briefly to shoot some C&O power [page 62], our first photography since Allingdale.

Next was Kenova, W.Va., where rain again was falling. We saw a B&O switcher, and were up on the Norfolk & Western—which bridges the C&O main and some of the town on its Ohio River bridge approach (a passenger station platform was on each level)—when an eastbound C&O freight passed underneath, its diesel locomotives roaring. Up on the N&W, a signal suggested a train would be coming.

After what seemed a long time and a lot more rain, another headlight appeared on the C&O to the east. The locomotive—a steam engine—stopped just short of the station to set out some cars. When the train started forward and the engine passed the dim lights of the station below, we saw on the cab “2700”—first of the famous 2-8-4 Kanawha series! This was a nice surprise, but we had no



Heading west from Elkins, W.Va., May 17, 1952, after shooting an ex-GM&O 2-8-2 at Jerryville [page 29, Fall 2008 CLASSIC TRAINS], our next photos were of B&O 2-8-2s at Cowen: 4199 and a sister (left), and 4858 with a caboose (above). They were in sun, which alas, would not last.

way of knowing we would run into the 2700 again on our way home, almost two weeks hence. We tied up for the night at the Kentucky Log Cabins motel near C&O's big Russell yard.

Monday the 19th dawned dull and wet. At breakfast we took Mark Twain's advice and discussed what we should do about the weather. We'd had only about half a day of sunny weather in which to take pictures and were getting desperate. The local papers we'd seen didn't carry weather maps, so we couldn't tell if clear skies were on the way. We theorized that with so much rain, the condition must be widespread; perhaps a large low-pressure system was stationary in this part of the country. We decided the best thing to do would be to move far away—preferably to the west, where clear weather might be moving east. When I heard “far,” I had a momentary vision of Colorado, but we would dash only to Illinois.

Our original plan had called for first touring the South, then going north through southern Indiana to Illinois and returning home via northern Indiana, Ohio, and Pennsylvania. We decided to reverse that and, in addition, eliminate some stops. This would enable us to

drive out to Illinois non-stop, then tour the South on our way home.

WESTWARD HO

Preston Johnson, who had planned on being with us only for a week, decided to drop out and take N&W's *Powhatan Arrow* back east. We drove across the Ohio River to the N&W station in Ironton, Ohio. While we were waiting on the platform, a 2-8-8-2 raced through, rolling 160 empty hoppers east without much effort. Finally No. 26, pride of N&W's passenger fleet and headed, of course, by a bullet-nosed J-class 4-8-4, braked to a stop in front of us a bit after 11 a.m. We bid Preston good-bye and wished him a comfortable trip in the tavern-lounge-observation car, where he planned to ride in grand style while smoking a cigar.

The three of us then began our “dash,” which would take us 455 miles west to Springfield, Ill. We went north to Jackson, home of the Detroit, Toledo & Ironton's car shop and a stop on our original itinerary. We saw a bit of local freight action, but took no pictures as it was again raining. We circled around DT&I's roundhouse but continued on



At Allingdale, W.Va., we chanced upon Baltimore & Ohio's Granfton-Richwood local train No. 135, with two cars, a Railway Post Office-baggage car and a combine, behind Pacific 5109.



Our first photography after Allingdale, W.Va., was at St. Albans, west of Charleston, where we found, among other subjects, C&O 1463, one of 150 H-4 class Alco 2-6-6-2s built in the teens.



Temporarily disabled by a fallen journal box, C&IM 4-4-0 No. 500 halted at Oakford, Ill. The sun tried to come out, so I tried a color slide. On-site repairs were done "by committee."

our way without stopping. Headed for Dayton, 106 miles away, we took U.S. 35 northwest. The country began to flatten out as we passed through Chillicothe, Washington Court House, and Xenia. We went right through Dayton, getting on U.S. 40, the old National Road, 35

miles later at Richmond, Ind.

Next was Indianapolis, another 71 miles away. The land now was flat, and we really rolled along in spite of the rain. We'd go due west from now on, with the road straight as an arrow and flat as a pancake. We did throttle down for a

brief stop at Indianapolis Union Station so we could buy a New York newspaper containing a weather map. While leaving the city, George and I took turns studying it and, sadly, concluded the situation was not encouraging. There wasn't a high pressure system anywhere in the country! Most of the East and South were rainy; the Midwest and West were inconclusive. The nearest place reporting clear weather was Minneapolis!

Now on U.S. 36, we sped toward the Illinois border. We crossed the pastoral Wabash River at Montezuma, Ind., at dusk, and soon raced into Illinois—only 118 more miles to Springfield!

It was now dark and turning chilly. A pouring rain beat against the windshield. Just past Decatur, the rain eased and then stopped, but it was getting colder. We hoped this would mean clearing. I kept an eye on the heavens, and on the outskirts of Springfield, I saw a few dim stars. Was it an optical illusion? No. George soon also saw the stars, and shortly, most of the sky was a mass of crisp, twinkling stellar bodies. Entering the state capital city, we found a motel, going to bed exhausted from the drive but hopeful of sunny skies and a gleaming 4-4-0 on the Chicago & Illinois Midland's little passenger train to Pekin, Ill.

AN INTERRUPTED RIDE

Tuesday morning the 20th, however, was again depressingly gray. At breakfast, we laid plans to leave the car at the C&IM's small station and ride behind the 4-4-0 the 75 miles up to Pekin, catch a bus to nearby Peoria, walk across the Illinois River to East Peoria, take an Illinois Terminal interurban car back to Springfield, and grab a taxi to go fetch our car. If the sun was out by then, we could get pictures of the 4-4-0 on its afternoon return to Springfield.

We drove to the station and parked just in time to see 4-4-0 No. 500, built by Baldwin in 1927, ease in from the yard with an RPO car and a coach. As train 6, we pulled out promptly at 7 a.m. for the 2-hour 25-minute trip, immediately crossed the Wabash and then the GM&O diamonds, and picked up speed. The conductor was soon upon us for fares—we were his only passengers.

He was a friendly old fellow, about 70, and upon learning we were railfans out just for the ride, he sat down and talked. We learned the engineer was even older than he, but was in better physical shape, particularly in the knees. The conductor said his legs were giving out, and he had

Flipping a Trip to the Sunshine

ILLINOIS

INDIANA

OHIO

KENTUCKY

WEST VIRGINIA

Peoria

SPRINGFIELD

Decatur

Mattoon (NYC)

Terre Haute

LAWRENCEVILLE

Vincennes

Oakland City (AW&W)

Huntingburg (SOU)

Ferdinand (FRDN)

Corydon (LNAC)

New Albany

Louisville

MIDDLETOWN

Evansville

Cincinnati

Dayton

Washington Court House

Chillicothe

Ironton (N&W)

Jackson

RUSSELL

St. Albans

Charleston

Ailingdale

Cowen

ELKINS

Cumberland

GAULEY BRIDGE

Kenova

May 19-21

May 21-22

May 22-23

May 18-19

May 17-18

May 16-17

Riding the rails

Peoria Bus

Pekin

East Peoria

Havana

Lincoln

Oakford

Atterbury

Petersburg

Springfield

0 10 20 miles

0 50 100 miles

N

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AW&W Algers, Winslow & Western
C&IM Chicago & Illinois Midland
FRDN Ferdinand
ITC Illinois Terminal
LNAC Louisville, New Albany & Corydon
N&W Norfolk & Western
NYC New York Central
SOU Southern

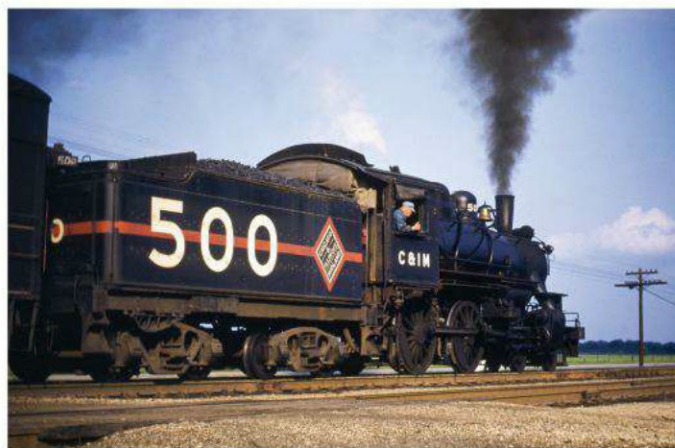
The engineer commandeered an auto, and with some "local boys," motored back along Route 97 parallel to the track looking for the lost journal box. The fireman protested that it would be broken



About a half hour later, a car pulled up and the master mechanic, superintendent, road foreman of engines, and several others jumped out, one carrying a spare journal box. Apparently "the brass" thought this was a good



After our interurban ride, while motoring north from Springfield to intercept the southbound C&IM passenger train, we were greeted at Atterbury by a southbound train of 85 empty coal hoppers behind 2-10-2 No. 701. I snapped this slide of its interesting green-and-red caboose.



Discovering the trackside photographers did not want to get on board, No. 500's engineer notches his Springfield-bound steed out of Hilltop—which we were chagrined to discover was a flag stop!



Next morning, on Wednesday the 21st, we went back to the Route 97 bridge on Petersburg Hill, north of its namesake town, for this nice shot of C&IM's northbound passenger train—and the chase was on!

excuse to ride into the country. Much handshaking ensued as a mechanic crawled under the engine, snapped the box covering in place, and crawled out again. The brass hats got back into the auto; we climbed back onto our train; and we all promptly left Oakford. Up at Havana, while mail was being unloaded, I again alighted to snap No. 500 in the now-strong sunlight.

Entering Pekin, the train was wyeed, so we arrived at C&IM's station moving backward. Owing to the delay at Oakford, we didn't have much time to make our bus connection to Peoria. The sun was still out strong, and we wanted to get shots of the engine after it was uncoupled, facing the sun for the return trip. We waited as long as we could, but a switch engine failed to clear up before we had to go, so we didn't get the pictures. As we left, an Illinois Central switcher came along to do some work nearby.

A ROUGH INTERURBAN TRIP

The Pekin bus stop was several blocks away. We made it in time, although the bus didn't. This began to worry us, as we had only a few minutes to connect to the Illinois Terminal at East Peoria. Our bus finally showed up, and the driver agreed to let us off at a point in Peoria where we could sprint a couple of blocks to a bridge across the Illinois River and be at the IT's station on time.

As bus rides go, this one wasn't bad, since after we crossed the river leaving Pekin, we had a good look at a Chicago & North Western diesel freight rolling north on the line from St. Louis. Once in Peoria, the driver let us off at the designated spot, and we ran over the bridge into East Peoria with only minutes to spare. We ducked into the depot, bought tickets, and hopped on just in time, for right at 12:30 p.m., car 277, representing train 95, pulled out and passed through

the small yard. Pausing at a grade crossing, the motorman blew the horn several times and edged cautiously across the street. Then, to the cacophony of the gritty sounding motors, we rolled up out of the river valley and into the countryside for a wild and rough 71-mile ride to Springfield. The IT's track was about the roughest we'd ever experienced. I'd had far smoother rides in ordinary trolley cars whose rails were set in asphalt.

Whirring along to the tune of the vacuum cleaner-sounding motors, we spotted several other railroad lines, and all in all, it was an interesting ride. We stopped at many points, some with stations, as package freight and a few passengers were handled. Package freight was piled up front between the motorman's controls and our seats, and occasionally the motorman would help the agent with the likes of the Peoria papers and a crate of peeping baby chicks.



After four action shots and waving good-bye to C&IM American No. 500 at Havana, we headed back south, and beyond Kilbourne, encountered 2-10-2 No. 655 crossing the Sangamon River northward with 82 loads.

Out of Lincoln south toward Springfield, we paralleled the GM&O main line and were soon rewarded when the northbound red-and-maroon *Alton Limited* streaked by. As we bounced and swayed along, time and time again we thought we'd left the rails, only to keep going. Reaching Starnes, the Wabash-IC-IT interlocking on the outskirts of Springfield, at speed, we held our breath amidst great clattering, crashing, and smashing across the diamonds. As we came to a halt at IT's station, still in one piece, Bob Collins dryly remarked we could now tell the boys back home that we'd crashed our way into Springfield.

I snapped a slide of the 277 standing at the station, and then we took a taxi up to C&IM's depot to fetch our auto. Our cabbie was puzzled, repeatedly trying to explain that no trains were leaving that time of day. We assured him we were aware of that but left him in suspense by not telling him the reason for our ride.

BACK TO THE C&IM

As we left in our car, the sky was starting to cloud up again, so we skipped a stop at C&IM's roundhouse to go on north for shots of the southbound passenger train. We learned a hard lesson here, because the weather closed in for the rest of the afternoon. We resolved to take pictures wherever the sun was out instead of attempting to travel elsewhere for better subjects.

Taking Route 97 north to Petersburg, our plan was to drive as far as possible so we could race No. 500 south and get sev-



Heading south, we ran into 2-10-2 701 again, doubling Petersburg Hill (middle), got a shot there and one more, then beat him to Havana for this farewell view picking up orders (above).

eral pictures. Near Atterberry (Atterbury to the C&IM), we spotted smoke on the horizon, which turned out to be C&IM 2-10-2 No. 701 with 85 cars, running ahead of the passenger train. I took a negative of the head end and a color slide of the interesting green-and-red caboose.

We changed our minds and decided to wait for No. 500 where we stood. In due time it came into sight, flying along like a rocket. We took a picture, rushed to the car, and raced after it. The next picture would be our test, for besides the day's cloudiness, the sun now was get-

ting low. Catching and passing the 500, we screeched to a halt at Hilltop, which had a shack the size of a phone booth for a station. The sun came out strong as the 500 approached and, hoping for some good black smoke, we all started waving our handkerchiefs. Instead of smoke, though, 500's exhaust was cut off and the train slowed to a halt! After much staring by the crew, the train then started again, throwing up a towering mass of black smoke. Quickly, we shot going-away pictures in the good light, momentarily forgetting our puzzlement. Walk-



Having done exceptionally well with C&IM steam action, on Wednesday afternoon we decided to resume our trek toward the South. Passing through Springfield, we noticed GM&O No. 4, the *Alton Limited*, was due, so we watched the colorful train arrive, and I took this Kodachrome.

ing back to our car, we wondered if the train had stopped because of our waving. On consulting our *Official Guide*, we confirmed Hilltop was a flag stop! The engineer, fireman, and conductor had looked at us strangely, but they evidently soon recognized we did not want to ride.

In the gathering dusk, we drove back to Springfield and engaged the cabin we had had the previous night. Our thought was to stay a night before moving on, to see if there would be sun in the morning. That evening, riding around Springfield after a steak dinner at a country club recommended by the motel owner, we came across the white stone house occupied by the then governor of Illinois, Adlai Stevenson. I'd heard of him only because he was considered a dark horse for the Democratic presidential nomination. Turns out, he would become an international figure but lose to Dwight D. Eisenhower for the presidency in the November election.

Wednesday morning, it was still cloudy, but we drove north to Petersburg and got a good shot from Route 97's overhead bridge of the 500 as it easily scaled Petersburg Hill. We took two more pictures of the 4-4-0 going north, plus a third at Havana, where we said good-bye forever to the little American. We then drove south and, beyond Kil-

bourne, encountered 2-10-2 No. 655 crossing the Sangamon River northward with 82 cars. Continuing south, we came across 2-10-2 No. 701 again, near Petersburg, doubling the hill. We got one picture from 97's bridge, and while the engineer was placing one of his cuts on the Hilltop siding, I arranged for smoke at a spot farther up the line where he'd have his whole train together again. Not long after we'd set up our equipment, we photographed the train, now with 55 cars. The smoke was only fair. Following him north, we got to Havana before he did,

soon, and headed for the GM&O station. Soon E7A No. 100 and a mate eased the colorful train of about nine cars to a halt, and even though it was just "cloudy bright," I took a Kodachrome slide.

HOOSIER STATE COAL ROAD

After No. 4 departed, we left town on Route 29 to Taylorville, southernmost point of the C&IM and site of another roundhouse and shop. Quite a few engines were on hand, including several former Atlantic Coast Line 2-10-2s. As we left town, we crossed the Wabash main line just as the diesel-powered *Banner Blue* passed, with an open-platform parlor-observation car on the rear, the platform's gleaming brass railing making a rare sight.

We continued on 29 to Pana, catching Route 16 east to Mattoon, where George was planning to leave us and take the New York Central home. The road paralleled NYC's St. Louis main line, and as we drove along in the gathering gloom, we spotted a headlight and a plume of smoke coming at us. It wasn't long before we were electrified at the sight of a sleek, high-wheeled Hudson racing a mail train at hair-raising speed past us toward St. Louis. A spectacle like this is doubly thrilling after one has been around smaller railroads for a few days.

OOPS! TURNS OUT, HILLTOP WAS A FLAG STOP!

and I took a slide of the 701 passing the modern brick depot as the operator gave him orders on the fly [previous page].

We had lunch in Havana, motored south again on Route 97, and photographed 2-8-2 No. 551 with an 8-car northbound local freight at Atterbury. Having gotten some good C&IM steam action, we decided to resume our big journey toward the South. Driving through Springfield, we checked our *Official Guide*, saw that GM&O train 4, the northbound *Alton Limited*, was due

**Discovering the Algers, Winslow & Western
(from top): “Large” 2-8-2 No. 2419, of appar-
ent NYC ancestry, ready to go with loads;
front and rear views of 2419 returning to
Enosville with empties; and 0-6-0 No. 57.**

Arriving in Mattoon, we spotted a decent restaurant near the adjacent Illinois Central and NYC stations and had supper. Afterward, we watched a few IC freights, all steam-powered, roll through, then Bob and I bid George good-bye as we wanted to get farther south before stopping for the night. We headed down to Olney, turning east on U.S. 50 there for 20 miles or so before finding a modern cabin-style motel at Lawrenceville. We had traveled 325 miles since morning. Tired and somewhat dirty, we put the shower to good use!

Thursday morning, the 22nd, we grudgingly got out of our beds and drove 10 miles east to Vincennes, Ind., on the Wabash River, for breakfast. We were bound for Oakland City, 30 miles away, where we wanted to see the Algers, Winslow & Western, a Y-shaped 16-mile coal-hauler. Oakland City was also where NYC's freight-only Terre Haute-Evansville branch crossed Southern Railway's line to St. Louis. We could see no sign of the AW&W, so I inquired in the NYC freight office and was told to drive to the mines at Enosville, not far away. Enosville turned out to be only a mine and a small railroad yard.

A large 2-8-2 of what seemed to be New York Central ancestry, No. 2419, was standing at the edge of the yard with a string of loaded hoppers, looking as though it was going to depart. We wasted no time in parking and breaking out the cameras, even though the sky was overcast. I made my shot at almost broadside, utilizing a tripod and cable release. As we were finishing up, we were accosted by a man who said picture-taking was “not allowed.” In talking further, though, he said photography was all right! I believe that at first, he just wasn't sure what we were up to.

We left the Mikado, walked around, and soon learned of the interesting and unusual Enosville layout. The mine and processing equipment were at the top of a slight grade. The 2-8-2, facing Oakland City Junction 6 miles west, was stationed at the end of the small yard, which was at the bottom of the grade. A hopper car, filled with coal at the mine, coasted slowly down the grade, with a brakeman riding it to ease its coupling onto the locomotive. Soon thereafter, a second car





Waiting for Southern's passenger local, I passed time by coaxing a cow to the fence for a photo but was interrupted by a freight led by three F's. We never did see the passenger train.

came downgrade and slammed into the first one, and so on until the string of cars was long enough to tack a neatly painted caboose on the rear and have the Mike haul them to the junction.

Standing unattended was a six-wheel switcher, No. 57, in fine shape and very clean, so we went over to photograph it, again using a tripod and cable release. A couple of other engines were around but weren't photographable. We accounted for all of the AW&W's engines at Enosville, however.

On the nearby Southern, a local passenger train was due shortly and Bob thought one of the road's few remaining steam engines might be its power. We took a twisting dirt road to get to the track, but just as we neared it, a diesel-hauled freight went roaring by. We then dashed back to the AW&W, a stone's throw away, for a quick pair of going-away shots of the Mikado taking empties back to Enosville.

Back on the Southern, we saw a spot down the track that had good elevation. As we walked toward it, the sun came shining through, a very welcome sight. In short order the air got hot and humid. We reached our desired spot and climbed up a weedy mound. A wire fence separated us from a pasture filled with cows peacefully grazing, plus a couple of romping, jet-black horses. We stood for some time, patiently waiting for the passenger train. Bob left the knee-high weeds for the track itself, as he was afraid of chigger bites. I passed the time coaxing a cow toward the fence to

take a picture—we do take a diesel picture now and then, so why not a cow?—when suddenly we were interrupted by the roar of diesel engines rising over the hill. Three green-and-white F units, led by No. 4265, whizzed past with 41 cars. We waited a little longer and then gave up on the passenger train, it now being over an hour after it was due. We trudged back to the car and headed toward Huntingburg, 25 miles east.

A SHORTLINE SAGA

Huntingburg, where two Southern branches joined the St. Louis line, had a small terminal but was also one end of the 7.4-mile Ferdinand Railroad, pos-

couldn't be closed, lest they fall down. An old house served as the office.

In the midst of all this stood an ancient 4-4-0, looking quite dead. Nearby was a wooden coach, supposedly the passenger accommodation. It was an old Indiana Railroad interurban in terrible condition, windows broken and in need of paint. No one was around, so we checked at the house, whose door was open, but it was deserted. A neighbor told us to check at a general store on the main street, and a clerk there informed us that no one from the railroad was around, but would be soon, when their green panel truck returned from Huntingburg with the mail. Fortifying our-

selves with Royal Crown Colas and crackers, we sat down against a building across the street from the post office and waited.

The panel truck driver was in his early 20s, and I told him we'd like to have the engine

moved so we could take a photo, as lumber was stacked next to it on the sunny side. He said he was a hostler and was the only one around; everyone else was out of town. The railroad was run only for freight, he said; the truck was used for mail on days when there was no freight. If any passengers showed up, they rode in the panel truck. He told us to wait for him at the engine, that he'd be back as soon as he unloaded the mail.

As Bob and I left for the engine, we eyed the sun dropping lower in the sky, which had cleared up and made us impatient. We told the lad we'd like the engine moved forward about 25 feet. We

THE HOSTLER SAID \$5 WOULD COVER THE COAL

session of a single 4-4-0 and which still offered passenger service! Since the *Official Guide* schedule indicated the train would be at Ferdinand, we didn't stop at Huntingburg to look around. At Bretzville we turned south at a bridge over the Southern and soon reached the hamlet of Ferdinand, named for Emperor Ferdinand I of Austria.

After driving clear through town—twice—without finding any track, on our third try, Bob spotted signs of it down a side street. Scattered around an open area were a couple of weather-beaten wooden buildings, one an enginehouse, its doors open and looking like they

checked the steam pressure gauge in the cab, but it indicated only 2 pounds! He said about 40 pounds was needed to move the engine and that the company couldn't afford to use any more coal than was absolutely necessary. We countered that excuse with an offer to pay for the coal. The hostler agreed that \$5 would be more than enough, so that did it!

The lad started to scoop coal while Bob and I went to work cleaning the engine for its portrait. I donned work gloves and, using emery cloth (always in the car for just such an occasion), shined up the No. 9 number plate on the front. Bob wiped down the boiler with cotton waste. We cleaned the headlight, cab windows, and bell, and untangled weeds from the running gear. By the time we finished we were dirty and sweaty, but the steam gauge indicator was creeping up as the sun was creeping down.

It came to mind that in his book *Mixed Train Daily*, Lucius Beebe mentioned that Ferdinand's locomotive was numbered 3 and had a lot of fancy trim. When I asked the hostler about this, he said No. 9 had been bought recently from the Louisville, New Albany & Corydon (45 miles to the east) and that No. 3 had been sold for scrap. When planning this trip several months before, we'd included a stop in Corydon, but eliminated that when *TRAINS* magazine reported the line had dieselized. There was no mention of "the Corydon's" 9 being sold to the Ferdinand. The hostler said No. 9 wasn't much better than No. 3 and that they wanted to get rid of it.

Everything seemed ready, but then I noticed that in a few minutes the sun would cast the shadow of a pole right where we wanted the engine spotted. I trotted down the track to see where the next good open space was and found it about 200 feet away, next to a wide-open farm. Tall weeds lined the track there, though, and would have to be cut down before we could take photos. On the way back, I lined the switches.

At long last, the steam pressure was sufficiently near 40 pounds to try the throttle. We climbed into the cab with all our camera equipment and a long-handled scythe for the weeds. The hostler jerked the throttle out, and we slowly creaked forward. Belching black smoke, we eased down the track and approached the desired spot. I dropped to the ground so I could signal to Bob, in the fireman's seat, when the side rods were down, and he relayed my signal to the hostler. With the engine stopped, the hostler mowed



We found the Ferdinand, a classic ne'er-do-well short line, and made the most of the opportunity. We had its young hostler move the 4-4-0 from a spot where debris was on the sunny side (top) to a better site (above). We paid \$5 for the privilege, ultimately startling the neighbors.

the weeds with the scythe as Bob and I lined up a broadside angle from the muddy field. A farmhouse was close by, and soon the entire family came out on the porch. I thought they might yell at us for tromping on corn seedlings, but they just stood and watched.

Everything was ready, and we decided to shoot color first. I took four Kodachromes and then three black-and-white negatives, then four more from a three-quarter angle. After getting our shots, we climbed into the cab again and rode back to the yard. No. 9's builder's plate indicated she was built by H. K. Porter in 1920. She was built for the Southern, which soon sold her to the Corydon, where she worked until sold to the Ferdinand in 1951. The hostler tied up No. 9 while Bob and I put our camera gear away. Then all three of us went to the rickety old enginehouse to take advantage of its "running water" to wash up. This was a sunken pipe gushing crystal-clear water that fell back to the dirt floor. A bar of soap was nearby. There was also a tin cup hanging on a nail, which we brought over for a long, cold drink.

After we'd finished a drink that Bob

later said "tasted far better than any water served in a fancy glass with ice cubes in a restaurant," our frame of mind couldn't have been better. Back in our car, we headed a few miles south to U.S. 460, and now in twilight, headed east toward Louisville, 80 miles away. In New Albany, Ind., we had a snack and gassed up the car. Fighting heavy traffic in Louisville, we followed a boulevard split by the four-track L&N main line and headed east out of the city. About a dozen miles out, in Middletown, Ky., we saw a new motel that would be our most luxurious lodging on the entire trip. For \$6 we got a huge room, carpeted from wall to wall and containing two comfortable double beds.

After an excellent night's sleep, we headed east the next morning, Friday, May 23, on U.S. 60 under bright sun, bound for points in the South. Our first encounter would be with an L&N 2-8-4, a story told in these pages seven years ago ["Big Emmas Over the Red River," Fall 2006 *CLASSIC TRAINS*]. We had more adventures ahead, and more sunlight, as we continued what would become an 18-day, 4,300-mile epic search for steam. ■

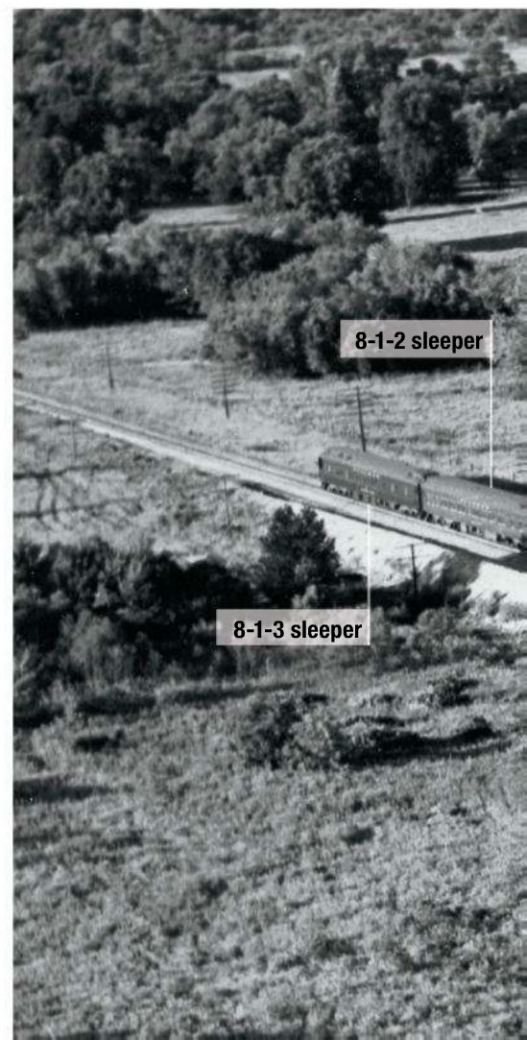
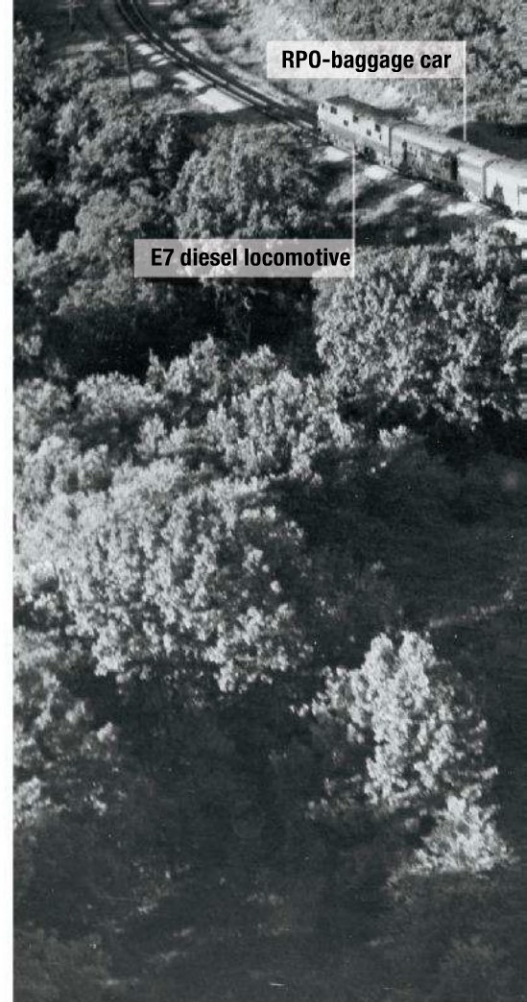
Frisco varnish southwest of Tulsa

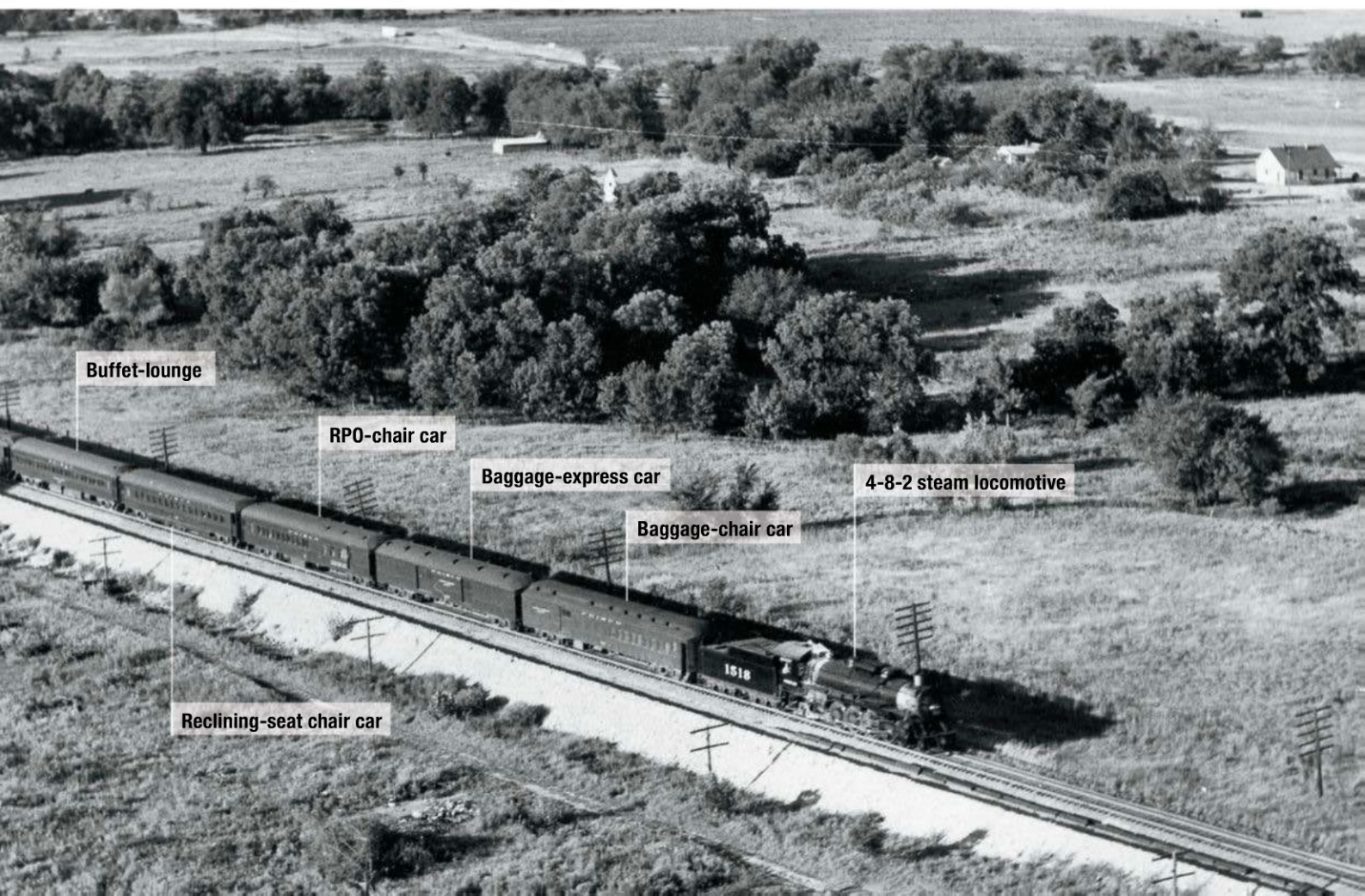
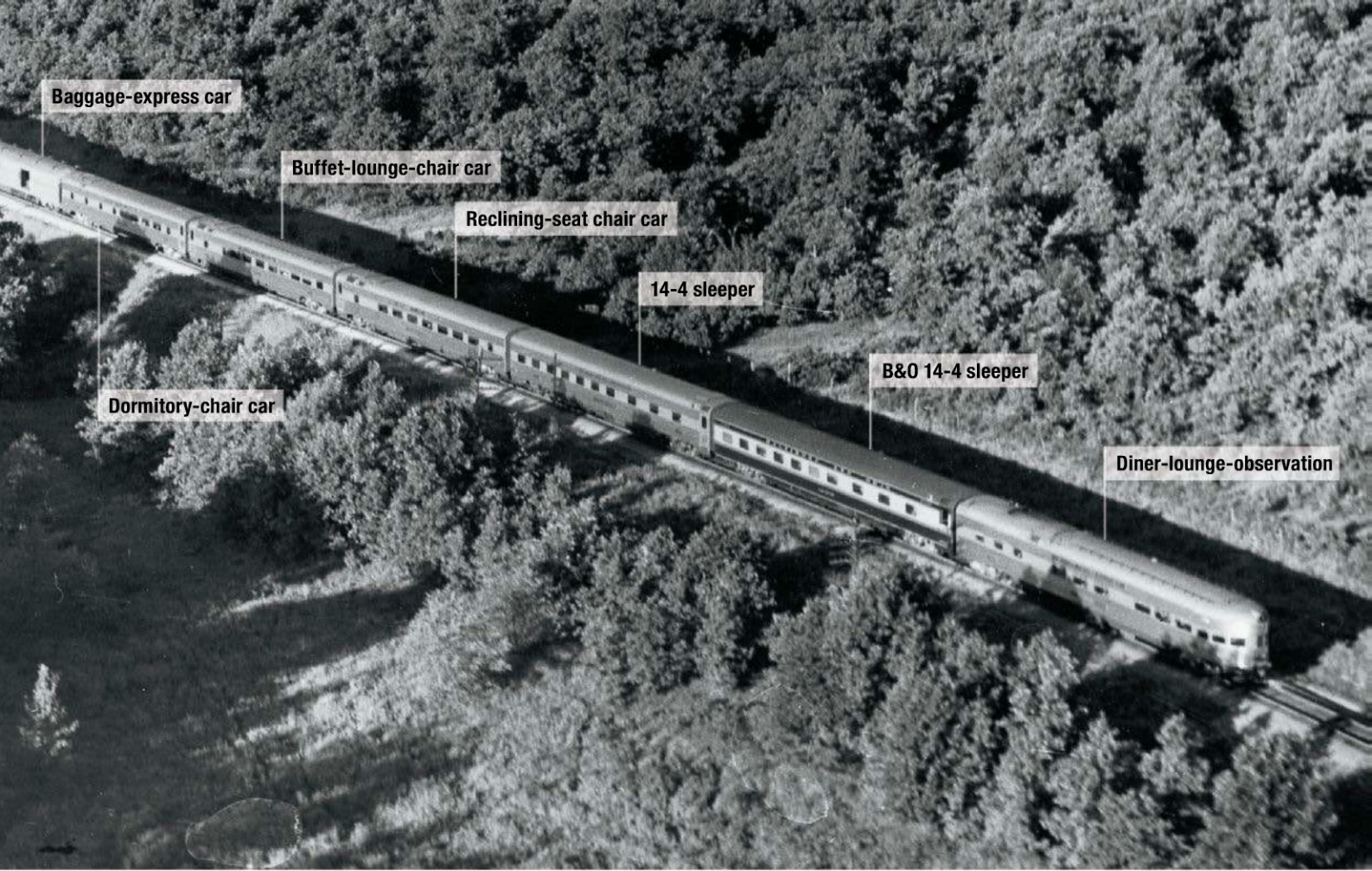
One morning in August 1949, *Tulsa Tribune* Editor Jenkin Lloyd Jones and *Tribune* photographer Royce Craig took the company's single-engine Stinson up for some aerial train-chasing. Among the trains Jones and Craig found in the Oklahoma countryside are the two St. Louis-San Francisco passenger trains pictured here.

The upper photo, made at 6:38 a.m. somewhere over Creek County, shows Frisco train 9, the St. Louis-Oklahoma City *Meteor*, due out of Tulsa at 6:05. This is a typical consist west of Tulsa for the *Meteor*, with a couple of exceptions. First, the *Meteor* was normally assigned two E7's in this era, but has only one this day. Second, the Railway Post Office-baggage car is right behind the engine; usually this was the second car in the consist, with the baggage-express car (or cars) ahead of it. Frisco never owned any streamlined baggage-express cars, but painted several heavyweights in silver with a red stripe to match its streamlined equipment. The red paint on this train was apparently dulled by the use of a colored filter on the camera lens. Behind the baggage car is a dormitory-chair car that had accommodations for the diner and buffet car crews on the *Meteor*'s overnight run. Then came a buffet-lounge-chair car, followed by a reclining-seat chair car. Behind the chair

cars are two 14-roomette/4-double-bed-room sleepers for Oklahoma City. The first, a Frisco car, is designated line No. 94. The second is a Baltimore & Ohio car, line No. 93, that ran from Jersey City, N.J., to St. Louis in B&O's *Diplomat*. (A Pennsylvania Railroad sleeper from New York and a Frisco sleeper out of St. Louis have been dropped at Tulsa.) At the rear is a diner-lounge-observation, in this case, No. 1550 *Tulsa*. The *Meteor*'s streamlined cars were named after communities served by the Frisco, except for the sleepers, which were named after rivers in Frisco country.

Half an hour later, at 7:10, near Beggs (33 miles out of Tulsa), Craig shot the *Black Gold*, Frisco train 508 between Fort Worth and Tulsa, where it was due to arrive at 8:15. On the point of this all-heavyweight train is Mountain type 1518, built by Baldwin in 1925 (sister 1522, owned by the Museum of Transportation in St. Louis, pulled mainline excursions between 1988 and 2002). The first car, a baggage-chair combine, may be deadheading. Next is a full baggage-express car, then an RPO-chair car, a reclining-seat chair car, and a buffet-lounge. The last two cars are sleepers: an 8-section/1-drawing-room/2-compartment car running as Fort Worth-Tulsa line No. 151, and an 8-section/1-drawing-room/3-bedroom car out of Dallas (line No. 150).—Mike Condren



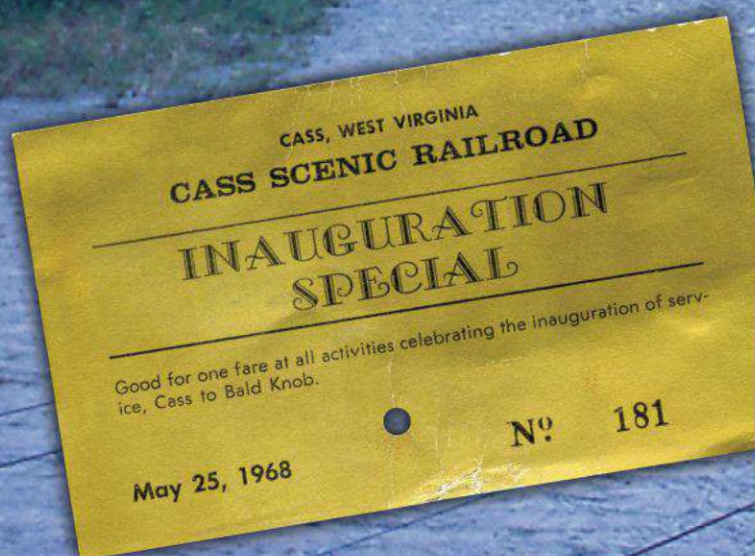


The Mountaineer Limited

Going to Cass in style

Forty-five years ago, C&O assembled an 11-car special for the reopening of the steam logger to Bald Knob

By Bob Withers • Photos courtesy of the author

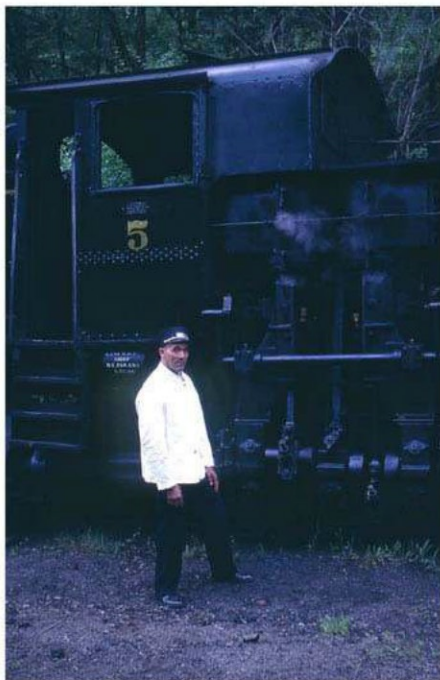


Returning from Cass, C&O's *Mountaineer Limited* rolls down the Greenbrier River valley (top) on Sunday, May 26, 1968. The day before, Cass Shays 4, 7, and 5 pushed the inaugural special to Bald Knob (right).

Two photos and ticket, Bob Withers

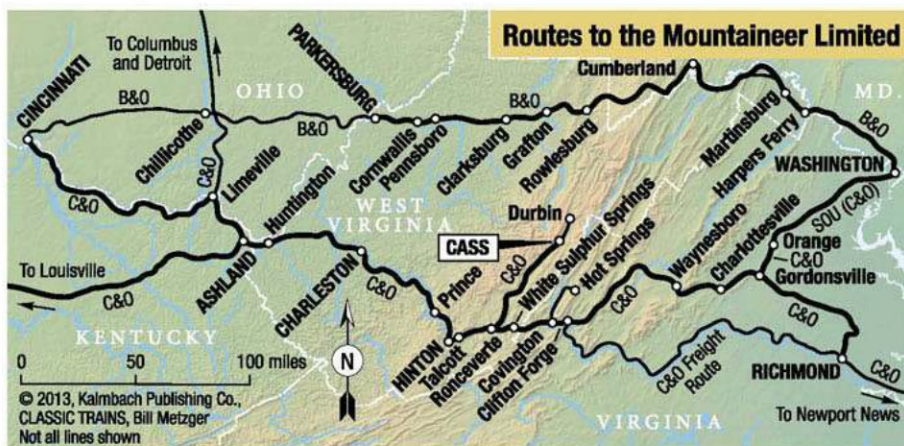






Pullman Co. porter W. C. Bowman, who worked on C&O 2644 *Bay City* on the special, poses with Shay 5 at Cass. The excursion was the brainchild of the late John P. Killoran (above).

Left, Bob Withers; above, collection of Lloyd D. Lewis



Imagine a white-jacketed, on-duty Pullman Company porter standing beside a hot, steaming Shay geared locomotive. A fairy tale?

Nope. It happened. And there are photos to prove it [far left].

This year of 2013 marks the 50th anniversary of the first tourist-train operations at West Virginia's Cass Scenic Railroad State Park. The state acquired the former Mower Lumber Co. logging line out of tiny Cass, W.Va., in 1961, and over the decades has developed it into one of the nation's top tourist railroads, powered exclusively by a fleet of geared steam locomotives. At the 1963 start-up, trains ran just 4 miles to a point called Whit-taker, partway up Cheat Mountain.

On the last weekend of May 1968, more than 200 passengers traveled to Cass on an 11-car Chesapeake & Ohio special train to celebrate the reopening of the remainder of Cass Scenic's line up to Bald Knob—at 4,842 feet elevation, at the time the state's second-highest peak. They went in style, riding in Pullman and privately owned sleeping cars, and used the train as a makeshift hotel during their stay in the tiny logging town.

The cars originated in six cities: Washington, D.C.; Richmond, Va.; Cincinnati, Ohio; Louisville and Ashland, Ky.; and Parkersburg, W.Va. Forwarded to Hinton, W.Va., on C&O's eastbound and westbound *George Washington*, the cars—five Pullmans, five private cars, and a C&O coach-diner—were assembled at Hinton into a special dubbed the *Mountaineer Limited* for the trip east 37 miles on the main line to Whitcomb and then north 81 miles on C&O's scenic Greenbrier Subdivision to Cass.



Upon arrival at Cass about 11 a.m., the *Mountaineer Limited* was greeted by a huge crowd and serenaded by the Green Bank High School band.

Two photos, Bob Withers



For almost 27 hours, the main track of C&O's Greenbrier Sub at Cass was home to the parked special. The orange car at the south end of the 11-car consist is Kentucky Railway Museum's sleeper-lounge *Mt. Broderick*.

Two photos, Bob Withers

The per-person fares, covering three nights on board and transportation on both C&O and Cass, seem ridiculously low today—\$104 from Louisville, \$95 from Cincinnati, \$90 from Washington and Richmond, \$80 from Huntington, W.Va., and \$70 from Charleston, W.Va., based on double occupancy in a bedroom. Those occupying a roomette paid \$5 more; those in an upper or lower berth, \$5 less. Children younger than 5 rode for a paltry \$5.

The excursion was the brainchild of John P. Killoran, a Lewisburg, W.Va., native who was uniquely qualified to craft such a package. On the one hand, the jolly, pipe-smoking rail historian was co-founder, first president, and trip chairman of the Collis P. Huntington Chapter of the National Railway Historical Society (CPH), based in Huntington. On the other hand, John, who died in 2005, was employed as an assistant chief of the West Virginia Department of Natural Resources' Division of Parks & Recreation. It was John who put together CPH's original *New River Train* in 1966, a legendary fall-color excursion that still operates every October on the same main line, now CSX, to Hinton.

Two other NRHS groups contributed heavyweight sleepers to the *Mountaineer Limited*. The Old Dominion Chapter, out of Richmond, Va., used its ex-Norfolk & Western *Dinwiddie County* and ex-Southern 12-section/1-drawing room



After agreeing to operate the special, C&O belatedly realized it had to move power car PC-100 up to Cass and park it on a siding to provide electricity for the standing train during its stay.

McGirth, while Louisville Chapter members rode on Kentucky Railway Museum's ex-Pullman 10-section/lounge-observation *Mt. Broderick*. Members of CPH rode their ex-B&O 8-section/4-double bedroom sleeper *Emerald Waters* ["To Hot Springs, Va., by Pullman," Fall 2012 *CLASSIC TRAINS*] on its maiden voyage as a privately owned car. Those who'd spent the winter renovating the car rode for \$45.

Adding extra glitter to the *Mountaineer Limited* was the *Wayside*, former Baltimore & Ohio business car 905, which had been purchased by Parkersburg, W.Va., automobile dealer J. S. McClinton Jr. When he found out about plans for the trip, he asked Killoran to add his car to the special, via Washington, to which Killoran readily agreed.

Added switching complexity

Operation of the special's cars on May 24–25 precipitated a nightmarish escalation of the already complicated switching moves required for the *George Washington*. Normally, two coaches arriving at Cincinnati from St. Louis on train No. 2, the old *National Limited* of C&O ally B&O, were looped on Cincinnati Union Terminal's balloon track and inserted into C&O's originating east-bound train. At Ashland, Ky., two sections of the "George" (No. 2 from Cincinnati and No. 22 from Louisville) became one; and later at Charlottesville, Va., the train was split, No. 2 continuing to Washington and No. 42 going to Richmond and Newport News, Va. Westbound, the process was reversed, for Nos. 1 and 41 at Charlottesville, Nos.



Under the “supervision” of local B&O officials (top), auto dealer J. S. “Jim” McClinton Jr.’s private car 905 *Wayside* is attached to train 12 at Parkersburg on May 23. The combining of two C&O *George Washington* sections at Charlottesville, Va. (above), allowed for a pre-departure photo. Posing on *Wayside*’s platform at Cass (left) are, from left: Charles Arnold; Rex Dauphin, author Withers, chef Joe Brooks, Logan Hovis, Edgar Pratt, and car owner McClinton.

Two color photos, Bob Withers; group photo, Lloyd D. Lewis collection

1 and 21 at Ashland, and from C&O 1 to B&O 1 at Cincinnati.

Moreover, C&O still was maintaining spring-season sleeper service to two resorts—The Greenbrier at White Sulphur Springs, W.Va., and The Homestead at Virginia Hot Springs, Va.—in the immediate wake of the May 12, 1968, discontinuance of No. 3, the westbound *Fast Flying Virginian* (a.k.a. *F.F.V.*) and No. 4, the eastbound *Sportsman*. Also, No. 47, the remnant of the *Sportsman* from Ashland to Detroit, received most of its cars

from No. 1. (C&O had not yet rescheduled counterpart 46, which had connected with No. 2, making the Detroit service a through-car operation westbound only.) So the Washington–Cincinnati *George*, C&O’s last long-distance through train, was a true workhorse.

Ashland was the first site where No. 2 underwent shuffling, adding six cars for the special to the one it brought in from Cincinnati, C&O 10-roomette/6-double bedroom 2608 *City of Williamsburg*. The

Mt. Broderick came in on No. 22 from Louisville. Added were three Pullmans: C&O 2613 *City of Staunton* and Southern Pacific 13-double-bedroom 9351 (to load at Charleston), and Union Pacific 11-double-bedroom *Sun Slope* (to load at Huntington, as was *Emerald Waters*, also added). The sixth car, for meal service to Cass, was C&O coach/diner 1610, released from duty on Nos. 3 and 4, added between *Sun Slope* and *Emerald Waters*.)

Moreover, five C&O/B&O executives wanted their business cars to go east



Clockwise from above: At the ceremony on May 25, an official talks about the railroad's extension; West Virginia Gov. Hulett C. Smith drives the golden spike that officially opens it; and passengers flock to a new overlook.

John P. Killoran photos, Lloyd D. Lewis collection

from Huntington that night, so you had the makings of a huge train, with all the extra switching adding to the delays.

Despite the switching nightmare, C&O accommodated all concerned . . . for the most part. The only losers were two of the five officers—the company told them it could accommodate only three business cars out of Huntington on No. 2 that night, those of Chief Mechanical Officer, Car, Thomas P. Hackney Jr.; General Manager, Operations, W. K. “Buck” Weaver Jr.; and Southern Region General Manager John Edwards.

In comparison, the westbound *George* that night was simple, swelled only by the *Wayside* and C&O 10&6 Pullman 2644 *Bay City* out of Washington, plus the two Old Dominion Chapter heavy-weight sleepers picked up off No. 41 at Charlottesville.

A weebegone *Metropolitan*

McClinton and his party of five other men, including this writer, were the first passengers to begin their adventure, departing Parkersburg on B&O 12, the eastbound *Metropolitan*, on the rainy afternoon of Thursday, May 23.

No. 12 was delayed again and again, but none of us on the *Wayside* minded. The yard crew at Parkersburg was prevented from adding the car to the train for several minutes because an east-bound freight was filling out on an adjacent track. Then, No. 12 cooled its cobras



at J Tower in Clarksburg for the passage of B&O's hot *St. Louisan* freight and No. 11, the westbound *Metropolitan*.

Later, near Martinsburg, our hapless train was halted at Cumbo Tower after being routed on the longer, more circuitous “Low Grade” line (instead of the faster, double-track main over North Mountain) to allow two freights to get in front of us because 12 would need 25 minutes for mail-handling at Martinsburg. I even went forward to sling mail sacks, helping to cut our stop to a mere 23 minutes! Our train caught up with those two freights and endured stop-and-proceed signals all the way to QN Tower near Washington Union Station.

But we privileged passengers had fun anyway. Rain prevented our riding on the rear platform, so we contented our-

selves with *TRAINS* magazines; Peter Lyon's 1967 book, *To Hell in a Day Coach*; McClinton's extensive collection of B&O passenger-car plans; a bowl of delectable shrimp; and telling tales of the rails.

B&O officers paid homage to the wealthy McClinton. In Grafton, Monongah Division Assistant Superintendent T. K. Jenkins supplied everyone with Cumberland Division employee timetables. Around Rowlesburg, flagman A. C. Westfall and his wife came back for a visit. At Harpers Ferry, David A. Watts Jr., director of passenger services for C&O/B&O, and Barry Holt Blank, a company accountant, boarded after a meeting with the West Virginia Public Service Commission about train consolidations . . . which provided a bull's-eye for the McClinton party's wrath and sev-



On the way up to Bald Knob on Saturday, Shays 4, 7, and 5 shove through a picturesque curve between the second switchback and Whittaker.

Bob Withers

eral gripes from the Cumberland Division conductor.

The rain having let up, Watts was still on the rear platform when No. 7, known at the time as the *Diplomat*, roared past on double track minus its regular Washington–Chicago sleeper.

“It’s been gone five days now,” an apologetic Watts said without being asked. “A recent Seaboard curtailment dried up our military traffic.”

“What are you takin’ off tomorrow?” passenger Edgar Pratt asked Watts with a snarl. After the conductor got through with him, Watts escaped inside, where the atmosphere was more congenial.

Our arrival at Washington Union Station was at 2:35 a.m. Friday, 2 hours 45 minutes late, but still in plenty of time to have the car turned and added to the westbound *George* on Friday afternoon.

Friday’s highlights included riding the *Wayside* while a Washington Terminal RS1 took it north to Ivy City yard to be turned; WT Terminal Manager C. W. Shaw repairing an open circuit in McClinton’s car’s left rear marker light and giving McClinton an 1874 B&O timetable; visits to the car by a regional GMC manager and a young assistant in the C&O/B&O passenger services depart-

ment named Bill Howes, who would become a well-known passenger rail historian; and having a lighthearted telephone conversation with Everett L. “Tommy” Thompson, a B&O veteran who was C&O/B&O’s manager passenger operations and a dean of train-timing rail historians. I took time out to ride a commuter train of B&O Budd cars to Baltimore and back to see what coaches recently had been “white-lined,” signifying their removal from service.

As C&O No. 1’s departure time of 4:35 p.m. grew near, the sun finally broke out and several of us on the *Wayside* grabbed camper stools to ride out back and inspect the right of way. We did this all the way to Waynesboro, Va., until we heard chef Joe Brooks striking his melodious dinner chimes. After a sumptuous repast, we “inspectors” relied on the car’s running lights to reveal the scenery.

Hubbub at Hinton

Hinton was ground zero in Saturday’s wee hours. Our No. 1 arrived at 12:50 a.m., almost an hour late, with three E8A’s and 20 cars. A yard crew using GP7 5755 removed the rear five cars, reattaching the Washington–Charleston storage mail car that had been placed be-

tween the extra sleepers and the *Wayside*. [Consists of all trains that night at Hinton are detailed on our website, www.ClassicTrainsMag.com.]

No. 2 arrived at 3:03 a.m., almost two hours late, with four E8A’s and a whopping 24 cars! GP7 switcher 5895 removed the rear 11 cars, including the Cincinnati–Clifton Forge, Va., resort sleeper, seven cars for the special, and the three business cars, which were then reattached to the train.

The resort sleeper would be forwarded from Hinton on the eastbound *Western Resort Special*. This tiny train’s sole *raison d’être* was to depart Clifton Forge shortly after midnight, come west over the mountains to Hinton, pick up the resort sleeper from No. 2, head back east around daylight, discharge Greenbrier passengers at White Sulphur, and transfer Homestead passengers to a limousine at Covington, Va. A similar operation had been cobbled together on the other side of the mountains to serve resort patrons from East Coast points. On other days of the week, the westbound operation was even more complex, hauling sleepers to and from Chicago (via NYC/PC’s *James Whitcomb Riley*) and Detroit.

But all was accomplished satisfactori-



Coming and going: Cass Shays 7 and 4 back past the shop area as they return a group of railfans from Bald Knob on Sunday morning.

Two photos, Bob Withers

ly, and the 11-car *Mountaineer Limited* departed Hinton at 6 a.m., 15 minutes off its schedule, pulled by GP7 5896 and GP9 6087, both equipped with steam generators.

Passengers were treated to free coffee, milk, sweet rolls, and donuts in coach/diner 1610 as the train proceeded up the scenic Greenbrier River valley. (Their tickets also entitled them to box lunches to be picked up at the Shay Inn—two retired heavyweight diners adjacent to the Cass station—and cold beverages on the Cass Scenic at Whittaker, site of a picnic and a golden spike ceremony. They also could purchase regular breakfast fare and, for an extra \$2.50 apiece, could reserve for Saturday night a turkey dinner with all the trimmings.)

C&O/B&O had overcome several problems to make the operation work. For one thing, heavy Midwestern rains had wreaked havoc on rights of way. A retaining wall had collapsed at Bellevue, Ky., reducing Friday's No. 2 to a 15-mph slow order past the spot while repair crews were working. No. 22 from Louisville had been delayed 40 minutes by a small mudslide at the east portal of the Princess (Ky.) tunnel.

The problems didn't ruin most passengers' spirits, but a Logan, W.Va., attorney who'd boarded No. 2 at Charleston registered a complaint.

"It was a shame the way the trains were overloaded and passengers in the Pullmans made to walk in the rain along the dark ballast to get to their cars," he



Heister 6 and Shay 7 cross Leatherbark Run in "suburban" Cass on a Sunday photo runby.

Bob Withers



On Sunday morning, GP7 5896 and GP9 6087 have run around the special's consist at Cass and are preparing to leave for Hinton.

Bob Withers



Hinton-bound on Sunday's return, the two Geeps swing around a curve on the Greenbrier Sub.

F. Douglas Bess Jr.

wrote. "On other roads when trains exceed platform length, the trains are pulled up for a second loading stop."

But, otherwise, all had gone well—at least until No. 2 reached Prince, W.Va. CPH member Hal Dillon had installed a television antenna on the roof of the *Emerald Waters*. It worked fine, too . . . until the train passed through Stretcher Neck

Tunnel and lost the antenna and 7 square inches of fresh roofing tar.

The *Wayside* had made it out of Parkersburg on the last No. 12 before flooding covered B&O tracks in Ohio, blocking the next day's train, and caused slides at Cornwallis and Pennsboro, W.Va., east of Parkersburg. McClinton intended to return to Parkersburg via the

western route, on C&O No. 1 to Cincinnati and B&O 12 to Parkersburg. He didn't know it then, but the B&O route would remain under water for several more days, requiring much of the *Metropolitan's* mail and express traffic to be diverted to the *George* and forcing McClinton and his party to go home the way they came, via Washington.

Celebration on the mountain

So it was a moment of triumph when the *Mountaineer Limited* pulled into Cass at 11 a.m. Saturday, 1 hour 15 minutes off the published schedule, greeted by the Green Bank High School band and a throng many times the size of Cass's population. The special was spotted on the Greenbrier Sub's main track, where its passengers would sleep on board Saturday night . . . all of which handed the railroad more headaches.

For one thing, C&O/B&O agreed to operate the special before it realized it had to bring in a power car, PC-100, to provide electricity for the standing train and leave the locomotives attached to provide steam heat.

"They also had to lay several hundred



feet of water pipe to service the cars, and bring workers and [a boxcar load of] honey buckets out, plus sewer trucks, to handle the train," Killoran wrote. "All at their own expense. Not a bunch of happy campers. But they did it."

Honey buckets? Before the days of retention toilets, their use was standard procedure when special trains and private cars were spotted for any length of time. To the railroad, they were "soil cans," and they had to be latched to the drains of every commode on the train, and dumped before they filled up.

CPH member Larry Fellure—now a retired CSX dispatcher and an engineer on Walt Disney World's steam railroad—recalls the *Emerald Waters* running out of water soon after arrival at Cass.

"I, knowing that the water line was in place, promptly went outside to fill the car's water tank," he says.

Fellure was just about to insert the nozzle into the tank when he heard someone from behind order him to stop.

"You can't put that in there," the man shouted. "That tank is for diesel fuel!"

The man was a "still-wet-behind-the-ears" assistant trainmaster who'd come from Clifton Forge to oversee the operation of the special. Fellure assured him the tank was for water and that he knew what he was doing.



At Talcott, W.Va., on the Sunday return to Hinton, the *Mountaineer Limited* backs out of Big Bend Tunnel, of "John Henry" fame, during what became a 35-minute photo-runby stop.

Lloyd D. Lewis; Bob Withers collection

The man didn't believe him, but a small amount of water had collected on the fill ring. The man swiped his finger around the ring and licked it.

"By golly, you're right," the man admitted. "That is water."

Fellure went about his task without further interruption.

Just before noon, Cass Shays 4, 7, and 5 started the celebratory train up the hill, shoving 11 former logging flats and camp cars up to Whittaker, where West Virginia Gov. Hulett C. Smith drove a golden spike to open the rest of the line. After 90 minutes of ceremony and picnicking, the train continued to Bald Knob, arriving there at 3:50 p.m. Shays 7 and 5 cut off and went back down the hill, and then No. 4 descended with the train back to Cass, arriving at 6:15.

The visitors enjoyed some genuine mountain folk tunes near the Cass depot that evening, then a night photography session in the depot and shop areas.

On Sunday morning, Cass ran two more specials, primarily for hard-core fans—one to Bald Knob with Shays 7 and 4 on the head end, contrary to routine procedure, and a hop to the Leatherbark Run bridges just out of town with Heisler 6 and Shay 7. Box lunches also were available for these Sunday runs, as well as sit-down service at the Inn or the nearby Cass Country Store's snack bar.

Those who didn't go slept in, toured the locomotive shop, or visited the Civil War Museum, the Wildlife Museum, and Cass Country Store's souvenir stand.

Cass's regular Sunday run up to

Whittaker was preparing to depart when the *Mountaineer Limited* left for Hinton at 1:41 p.m., 11 minutes off schedule. We had a 35-minute photo stop at Big Bend Tunnel, of John Henry fame, at Talcott.

In Hinton, most passengers walked to a local lodge hall for a full-course ham buffet provided by Women of the Moose . . . for \$1.75! Several railroad officers enjoyed dinner on the *Wayside*.

"As hard as I tried, I could not stay awake for the whole trip back to Huntington," CPH member Rob Shuff remembers. "I went to my berth in the *Emerald Waters*. I remember lying down and enjoying the motion of the train. I'm sure I lasted all of about three minutes before I went to sleep. The next thing I remember is my mother coming to pick me up to go to school."

The Charleston and Huntington sleepers were set out for occupancy until 8 a.m. Monday. The *Wayside* didn't make it back to Parkersburg until 2:40 Tuesday morning, bringing up the rear of No. 5, B&O's *Capitol Limited*, to Cumberland, Md., and No. 31, the *West Virginian*, to Parkersburg. A yard crew took the car, with one young passenger still awake, to Belpre, Ohio, to turn it on a wye and spot it on its customary siding behind Parkersburg's Sixth Street Station.

With revenues of more than \$15,000, the Collis P. Huntington Chapter earned about \$6,000 after paying the railroad, suppliers, and the Pullman Company. That was a tidy sum in those days, to be sure, but the memories for those who went along are priceless! 📷



“Who would paint hopper cars yellow,” indeed

After a half century, here's the Peabody Short Line in color

By J. David Ingles • Photos from the author's collection

The metaphoric symbol for the coal industry's product is “black diamonds,” and several railroads that hauled a lot of coal used that, or a derivative, in their emblems, slogans, and timetables. Lehigh Valley had a train named the *Black Diamond Express*, and used a black diamond inside a red banner as its corporate emblem. Reading Co. and Illinois Central used green diamond logos on dark green and black freight diesels. The list goes on.

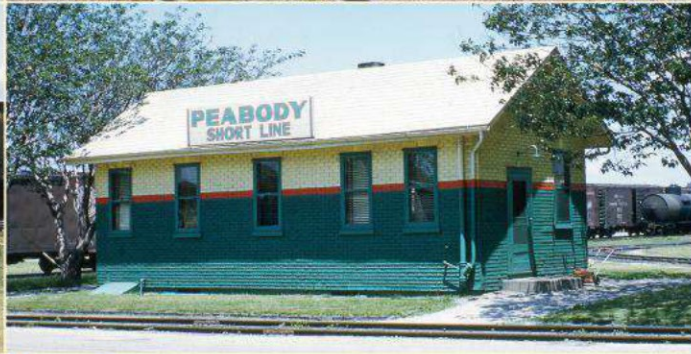
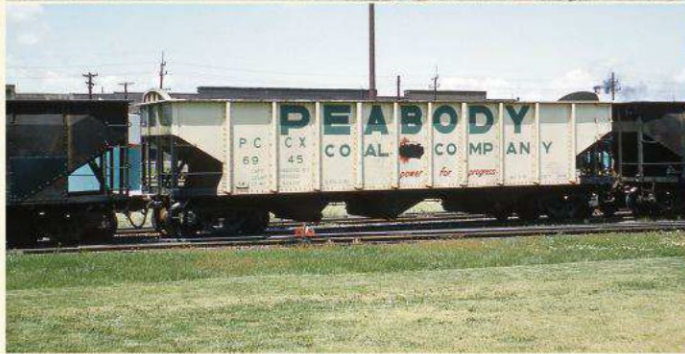
Interestingly, coal-haulers did their best to present a “clean” image, or one that was cleaner than coal dust, anyway.

There was Lackawanna's fictional mascot Phoebe Snow, “dressed in white on the Road of Anthracite.” In the diesel era, DL&W painted its road units in pleasing combinations of maroon, yellow, and gray. Utah Railway and later, Lehigh Valley itself, painted diesels white.

Then there is Peabody Coal Company (PCC). Today it's Peabody Energy. Publicly traded since 2001, it claims to be the largest private-sector coal company in the world, serving 25 countries on 6 continents. Founded in Chicago in 1883 by Francis Peabody as Peabody, Daniels & Co., and renamed in 1890, it opened its

first mine in southern Illinois in 1895, and in 1913 won its first contract to supply coal to utility Chicago Edison (now Commonwealth Edison). By the 1950s, Peabody Coal was eighth among U.S. coal producers, but as it lost ground to surface-mining firms, it merged with Sinclair Coal of St. Louis in 1955. Headquarters were moved there, and the company, which kept the Peabody name, began to thrive.

If my experience is typical of many CLASSIC TRAINS readers, we credit the well-known historian and photographer J. Parker Lamb with introducing Pea-



Nothing escaped Peabody's paint brushes! Monty Powell visited the PSL on May 27, 1960, and shot all three Alcos at work: 702-703 in m.u. (large photo), and 701 solo, including next to the car shop (top right of six). Also painted: all 310 hoppers of PSL, plus some PCCX-initialed company cars; PSL's headquarters office (middle right); and even the towboat at the Mississippi transloader. Repainted 702 worked on November 19, 1966.

IC 702 photo, J. David Ingles; towboat photo, Paul H. Dalman; five Peabody Short Line photos, M. L. "Monty" Powell



Peabody Coal obtained Baldwin center-cab DT-6-6-2000's 50 and 51 from California's Trona Railway in August 1973. On November 10 at Lenzburg, Ill. (near Baldwin, Ill.), No. 50 was half repainted (above), while No. 51, hauling 21 loads (top), had yet to see Peabody's paintbrush.

Two photos, R. R. Wallin

body Coal to us in a railroad context. The credit is shared with the late Editor David P. Morgan, who in February 1960 *TRAINS* published Lamb's five-page, nine-photo introduction to the coal firm's St. Louis-area common carrier in East St. Louis, Ill., the Peabody Short Line (PSL). Entitled "Who Would Paint Hopper Cars Yellow?" the piece rated the cover photo. (The subhead was, "Yes, Virginia, there IS such a railroad.")

Alas, *TRAINS* photos in that era were virtually all-black-and-white. And if any railroad deserved coverage in full color, it was PSL—evidence is the photos on the previous two pages. According to Lamb, Peabody said the new color scheme "has brought the company a priceless amount of comment and attention from outside as well as inside the railroad industry." Ya think? It wasn't only hopper cars and diesels that were yellow and green, of course—witness

PSL's office and shop buildings.

I never got to see the Peabody Short Line in person. Most of the photos on the preceding two pages were taken by my late friend, M. L. "Monty" Powell, of Peoria, Ill., an operator and dispatcher for the Toledo, Peoria & Western (whose own colors, interestingly, were a more somber olive green and gold). By 1962, when I began day-trip wanderings to St. Louis from my college 90 miles to the north, Illinois Central had swallowed the Peabody Short Line. Therefore, Lamb's and Powell's photos were made during a very short window in time. Peabody Coal had bought the 18-mile St. Louis & Belleville Electric Railway from St. Louis utility Union Electric Co. in 1956, and renamed it. The line linked Peabody Coal's River King Mine near Freeburg, Ill., with East St. Louis, where there was a transloader on the bank of the Mississippi River.

Three Alcos shared the bright colors with PSL's 310 hopper cars of the day. StL&BE had dieselized in 1949 with one RS2, No. 700. PSL bought two more in October 1958, from the Union Railroad of Pittsburgh, Pa., and sent them to Schenectady to be upgraded into RS3's. They emerged as PSL 702–703 in the classic color scheme; StL&BE 700 was repainted likewise and renumbered 701.

Although I did not see the RS's as Peabody Short Line, I did photograph them in their next incarnation, just as rare—as the only Alcos on IC's roster at the time. IC duly repainted them in its standard black, and they never left the "Metro East" area, as the Illinois side of the St. Louis area is called, before IC tired of the "orphans." The Alcos were staples of the hump yard east of Valley Junction in East St. Louis, now a Kansas City Southern facility. Two would work in the yard, and the third Alco would be either there or on transfer runs.

Beyond the short line

There was more to the Peabody railroad empire than just the three common-carrier RS's. Well into the 1970s, Peabody employees were applying the bright company colors to a bevy of secondhand diesels, often doing so outdoors. Most of the units were from minority builders (*i.e.*, not EMD), and many were of "exotic" types. Dan Dover of the Cincinnati-based locomotive newsmagazine *Extra 2200 South* published a Peabody Coal roster in the March-April 1973 issue which listed 30 PCC locomotives of 7 builders and 13 models, stationed at 10 sites across four states from near Kansas City, Mo.,

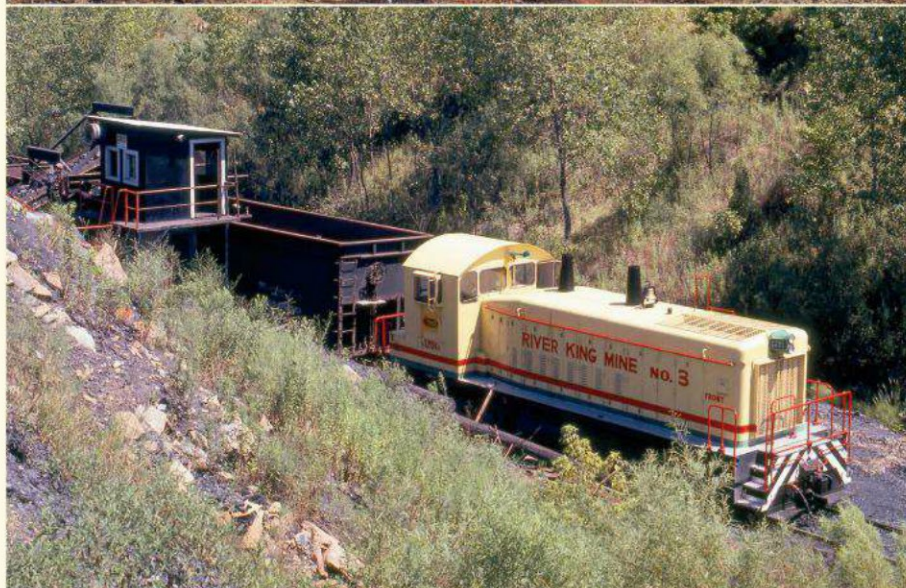


through southern Illinois and Indiana to central Kentucky. An update appeared in the November-December 1973 issue.

My slide collection has shots of about two-thirds of PCC's units. I owe thanks to four area slide-trading partners for the majority of them: Paul Dalman, Dick Wallin, Mike Wise, and the late Bill Wylde. The slides comprise a 7-inch-deep file in the "P" section of my short-line drawers. I did visit a couple of Peabody's southern Illinois installations in 1974, as accompanying examples show. This was soon after the former Trona Baldwin center-cabs were acquired, but by the time I saw them, both had been repainted. Other late additions included Alco "Alligator" RSD15's and ex-Norfolk Southern Railway Baldwin AS416's.

The various versions of Peabody yellow and green on those diesels were the result of the painting being done outside and as time allowed. The sites hardly could be called "facilities." And while the effort to maintain some kind of yellow-and-green, or just green, image was laudable, none could really compare with the original Peabody Short Line effort.

Peabody Coal expanded into the West, was briefly owned in the 1970s by Kennecott Copper (the feds forced KCC to divest it), and then in the 1980s went east, acquiring West Virginia mines of Armco, and back west, opening mines in Wyoming's Powder River Basin. So the firm's industrial might continues, but for many of us, when we think of "Peabody Coal," we envision yellow Alcos or Baldwins in the back corners of the southern Midwest, awaiting discovery by rail photographers who sought after brightly colored old and oddball diesels. ■



From the top: Ex-Frisco FM H10-44 274 seems to be in "mid-repainting" at Freeburg, Ill., in September 1975. EMD SW1200 1201, ex-Midland Electric Coal, was at River King Mine No. 3 at New Athens, Ill., in August '74. Ex-Great Northern RS3 230 poses at Lynnvile, Ind., in May '74.

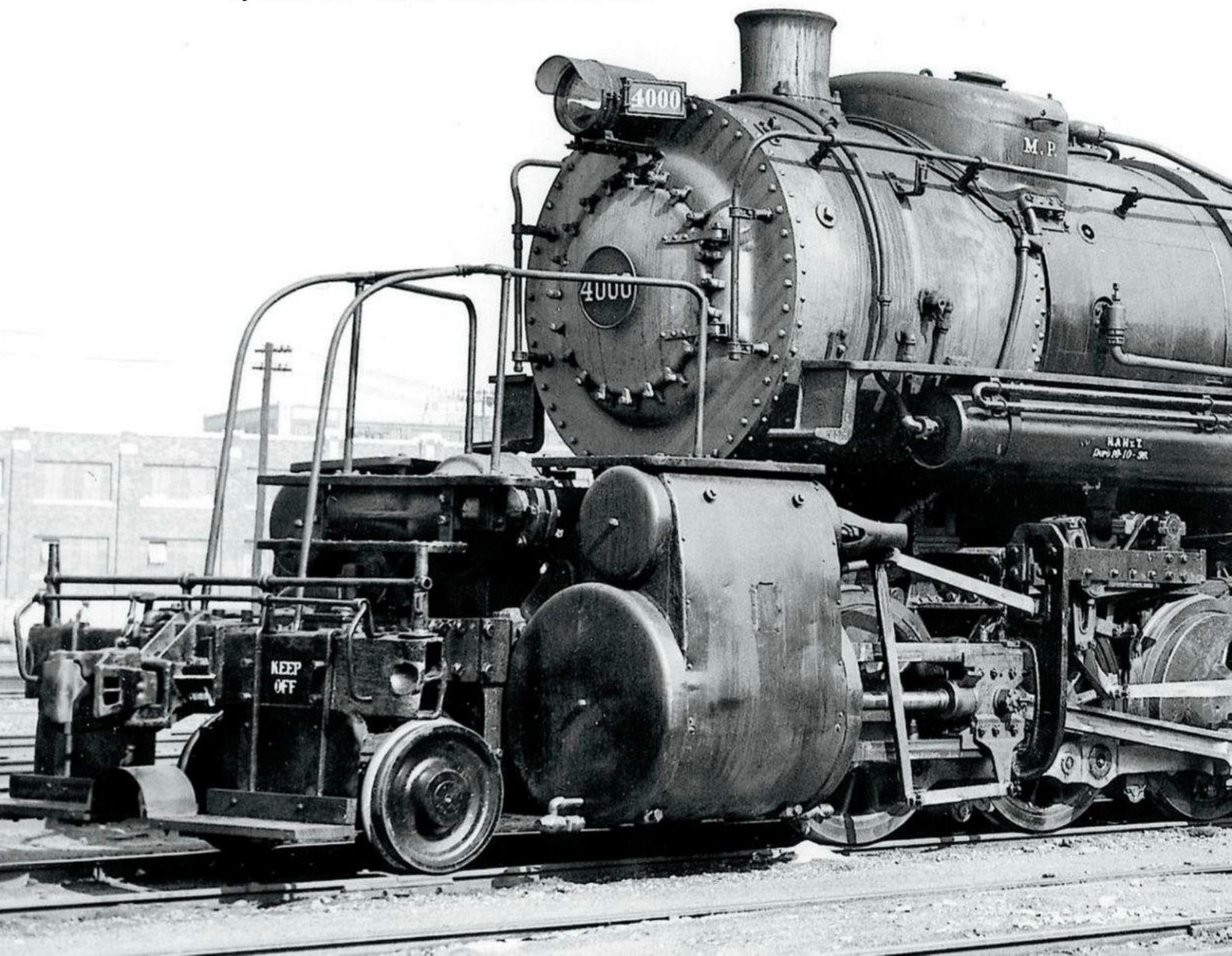
Top to bottom: Mike Wise, J. David Ingles, Stanley H. Mailer

Molly the **MALLET**

MOPAC'S EXTREME STEAM MACHINE

Built as an “experiment,” 2-8-8-2 No. 4000 served long and well

By **Chris Ecoff** • Photos from collection of Joe Collias



Many rail enthusiasts and historians today are acquainted with railroading's "extreme machines" from decades past. Examples include Union Pacific's "big blow" gas turbines and double-engine diesels from Alco, EMD, and GE (which Southern Pacific also dabbled in); the hydraulic-transmission experimentals of the 1960s from Krauss-Maffei and Alco; the ill-fated diesel-electric forays into the 5,000- to 6,000-horsepower range by EMD, GE, and Morrison-Knudsen in the late '90s. Today, of course, both EMD and GE turn out standard 4,500 h.p. bruisers.

The late steam era had its share, too: UP's Big Boys; Chesapeake & Ohio's Alleghenys; 4-6-6-4 Challengers on several roads; Missabe's, and others' 2-8-8-4 Yellowstones; and Santa Fe's 5001-class 2-10-4s, to name a few. It can be argued,

though, that the notion of railroad extreme machines was born over a century ago when Anatole Mallet's original compound articulated locomotives first took to the rails. This is the story of one such early behemoth you might not be aware of: Missouri Pacific Lines' only Mallet, No. 4000, affectionately known as "Molly," playing on the pronunciation of Mallet (Mal-LAY, or to most American railroaders, "Malley," rhyming with valley).

In 1912, Baldwin Locomotive Works delivered a huge 2-8-8-2 compound articulated to the St. Louis, Iron Mountain & Southern, a "MoPac" affiliate. The Mallet was numbered 4000, which signified her experimental nature because MP and the "Iron Mountain" usually began steam series with "01," not "00."

Although the Iron Mountain was affiliated with the MoPac (MP would formally merge it in 1917), the St. Louis-to-

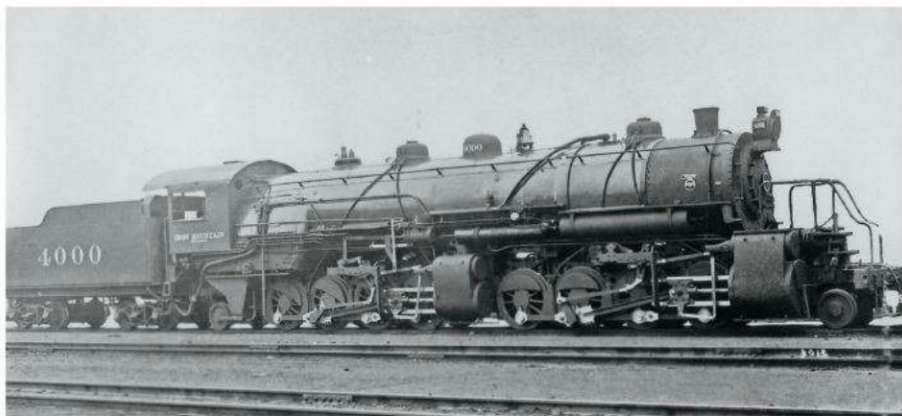
Texarkana carrier tended to think independently regarding motive power. The road purchased No. 4000 with the sole intent of using her as a hump-yard pusher, sort of a super-switcher. The goal was one locomotive that could shove an entire road-size train of 4,000 to 6,000 tons over the crest of a hump without resorting to breaking the train into smaller cuts, or using a second locomotive. With 94,700 pounds tractive effort on tap, No. 4000 was more than twice as powerful as any switcher—or most road engines, in fact—then in existence. The Iron Mountain planned to employ Molly on its new hump at the yard in Dupu, Ill., across the Mississippi River from St. Louis.

NOTHING SPECIAL

No. 4000 was of a fairly conventional early Mallet pattern. The United States Railroad Administration and semi-

Missouri Pacific's "Molly," the system's only Mallet, saw a variety of assignments over her 34 years of duty. In October 1936, she was in transfer service between St. Louis and Dupu, Ill., site of the yard across the Mississippi River for whose hump she was built to work. R. J. Foster





When Molly was built in 1912, she received IRON MOUNTAIN lettering on her cab, for her official owner, Missouri Pacific affiliate St. Louis, Iron Mountain & Southern. After the MoPac absorbed the Iron Mountain in 1917, Molly was relettered, but kept her number.

Baldwin Locomotive Works

standardization in basic steam locomotive design were still a good six years in the future when Molly was built. Her design and construction embodied the typical thinking of the day. She had a modest 84 square feet of grate area, a working steam pressure of 200 psi, a separable front boiler section that also contained a newfangled superheater unit, and newly developed piston-valve cylinders of 26x32-inch diameter for the simple (high-pressure) rear pair and a whopping 40x32-inch diameter for the compound (low-pressure) forward pair.

As in all compound locomotives, the steam was used twice, first in the high-pressure cylinders, then exhausted into the low-pressure ones, thereby increasing both power and efficiency. Molly's total combined heating surfaces (grate, boiler tubes, and superheater) amounted to 5,763 square feet, a staggering figure for the day.

The frames of the two engines were articulated with Mallet's innovative ball-and-socket swivel joint. Drivers were 55 inches in diameter, and the locomotive tipped the scales at a solid 435,000 pounds in full working order, giving her a healthy 4.40 factor of adhesion. Her rather small tender carried 8,000 gallons of water and a modest 14 tons of coal on arch-bar trucks. Mechanical stokers were only just being developed, so the monster was hand-fired. Equally small were Molly's twin sand domes atop her long boiler, each holding just 15 cubic feet of sand in their original configuration. A large oil headlight, and humorously small 30-inch-diameter wheels on her trailing truck completed the basic beast.

An overall length of 95 feet gave Molly a formidable appearance, especially in comparison with normal-size locomotives,

such as the 4-8-0s the Iron Mountain had bought a few years before. What the average fireman thought about working to feed such an extreme "hand-bomber" has escaped documentation but can easily be imagined.

Once the novelty of her size and power wore off, Molly settled into her hump yard routine at Dupo, where she performed in a creditable fashion for more than a decade. During this time she was fitted with a new electric headlight and accompanying steam-fed electric dynamo, and was relettered MISSOURI PACIFIC LINES after MoPac's 1917 absorption of the Iron Mountain, but otherwise she remained basically as-built.

MOLLY GETS A BOOST

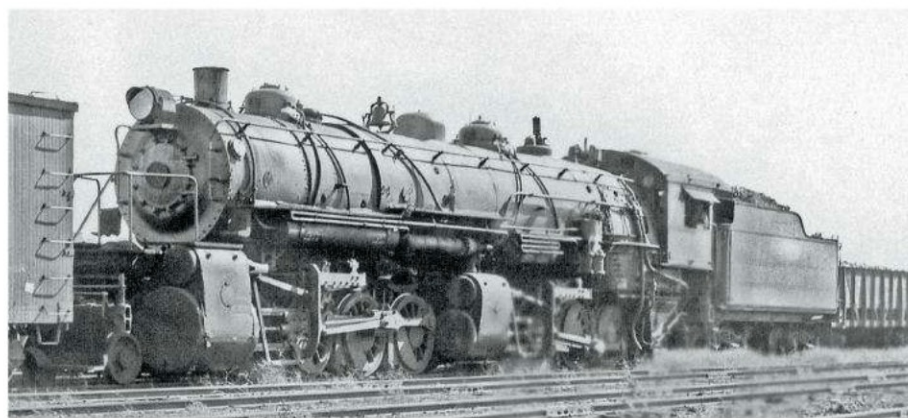
Enginemen soon grew to love the extra pay they would receive when operating No. 4000, despite the fact that she could be temperamental, especially with a load of poor coal in her bunker. Gradually, though, motive power of more orthodox size and greater mechanical sophistication came on the scene to usurp

some of Molly's chores, chiefly MoPac's upgraded USRA-pattern 0-8-0s starting in 1925. By early 1927, Molly began to sit out more shifts than she worked, but happy change was about to befall her. During that year, she and nearly new 2-10-2 No. 1729 went into MoPac's Sedalia, Mo., shops for overhaul and alterations that would make the two machines more "extreme" than ever.

Both locomotives were given new company-built tenders that were fitted with not one, but *two* Bethlehem tender truck booster engines, which powered two of the three axles on each truck, connected by small side-rods. Fuel and water capacity was 15 tons of coal and 18,000 gallons, and both tenders got automatic stokers and dual 10-inch-diameter exhaust pipes for the boosters atop each end of the water space.

Tender-truck boosters were a periodic infatuation for Missouri Pacific, with the last new application of the device appearing as late as 1948 on a former Iron Mountain 2-10-2. MoPac's double-unit installation required specially fabricated tender frames, which were supplied by Commonwealth Steel's plant near St. Louis. No. 1729 and old Molly were sent back to Dupo after upgrading, where both must have made impressive sights when working the hump on a cold day, all steam and flailing rods as far as the eye could see!

The double-truck booster installation was unusual but not unique—Norfolk & Western, Boston & Maine, and Lehigh & Hudson River also experimented with twin tender boosters. The arrangement increased each engine's tractive effort by a hefty 30,000 pounds. Molly's resulting overall output of 124,700 pounds tractive power would not be exceeded by any other Missouri Pacific locomotive until deep into the diesel era when suc-



In an uncommon photo of steam working in a yard, Molly is pictured switching at her intended workplace, Dupo, Ill. The photo dates from about 1922, when No. 4000 was age 5.

cessor Union Pacific took delivery of its first EMD SD9043MAC's and GE AC4400's.

A CHANGE IN ASSIGNMENT

With her enhanced strength via the twin boosters, Molly put in her second decade of more-or-less reliable service at Dupo before change caught up with her again. In 1937, the Dupo hump was flattened, obviating the need for Molly's original job description. She was soon stripped of her double-booster tender, which, minus the front booster, went behind 2-10-2 No. 1721. No. 1729, though, merely lost one tender booster truck before being reassigned as a heavy switcher in Kansas City; the removed boosters were applied to two more 2-10-2s.

No. 4000, however, was given the tender off of MoPac 4-6-2 No. 6623 (made surplus when the Pacific was converted to oil-firing) and given a new company-built tank. Riding on Commonwealth passenger trucks, and boasting a capacity of 16 tons of coal and 10,000 gallons of water, old Molly took on the appearance of a true road locomotive with her handsome "new" stoker-equipped tender.

Since both of Molly's sand domes were enlarged a bit when she received her new tank, she soon matched action to appearance when she was reassigned to transfer duty between Dupo and St. Louis, with occasional runs down the Iron Mountain main line to Poplar Bluff, Mo., to fetch trainloads of granite cobblestones from a quarry MoPac served there. Between 1940 and '42, Molly also caught frequent assignments as one of the engines in the helper pool for Kirkwood Hill in the suburbs on the original MP main to Kansas City. There, while coping with the traffic of her second World War, she rubbed shoulders with more of her ex-Iron Mountain 2-10-2 sisters and various other MoPac road locomotives.

Proving the advantages of her articulated design, Molly had no trouble coping with the constant curves and the two clearance-restrictive Barrett Station tunnels that were the limiting factors on Kirkwood Hill until the line was modernized in 1944. (Those who are familiar with St. Louis's Museum of Transportation, on Barrett Station Road, know of the tunnel site.)

Molly's helper stints were curtailed when five ex-Wabash 2-10-2s arrived in 1942 for this duty, sending her back to mostly handle St. Louis-Dupo transfer runs. By this time, her primitive superheating system had been removed, and



One of Missouri Pacific's periodic infatuations was with tender-truck booster engines, and Molly, along with a 2-10-2, received two each Bethlehem Auxiliary engines at the Sedalia, Mo., shops in 1927. Molly is pictured outside the Dupo roundhouse after their application.

Missouri Pacific



Kirkwood Hill was the name of the grade out of St. Louis and the Mississippi River valley through the suburbs on MoPac's original line to Kansas City, and in the World War II years, Molly worked as a helper up to Kirkwood, where she moves by the camera in July 1942.

Joe Collias

her front sand dome enlarged even more.

Once the war was over, MoPac embarked on a full-scale dieselization program. Molly puttered around St. Louis and Dupo until the summer of 1946, but her fate had been sealed—she was mechanically obsolete, and basically worn out to boot. After 34 years of hard labor, MoPac's one and only Mallet was quietly scrapped at Sedalia shops late that summer. Out of all the pre-USRA Mallets built, only Duluth, Missabe & Iron Range's contemporary M-class 2-8-8-2s (built 1910-17) had a longer lifespan

than Molly—and Molly was never extensively rebuilt or converted to a simple articulated, as were many early Mallets.

Her qualified success is a notable achievement for one 20th century railroading's earliest "extreme machines," and even more so since she was technically an experiment! Few other radical designs of her day, such as the Santa Fe's 2-6-6-2 "Prairie Mallets," could say as much, and MoPac surely got a decent return on its investment in Molly. For a true blue-collar locomotive, she left not a bad legacy by any means. ■

B&O crane No. X-218 (left) and RF&P No. 4 grapple with the trailing E8 of the wrecked train.



A northward view shows recovery work in progress.



BAD DAY AT

A routine PRR train ride to a Maryland race course turns deadly

Bowie Race Track was a blue-collar, unpretentious, no-frills track. Horse-racing began there in 1914. The track was carved out of a tobacco farm located roughly mid-way between Washington and Baltimore. It was Maryland's newest major race course, being preceded by Pimlico and Laurel. A primary factor in the selection of this site was the close proximity of the Washington, Baltimore & Annapolis electric line, which ran within two furlongs of the racetrack.

After the WB&A was abandoned

in 1935, the Pennsylvania Railroad built a two-mile extension from its New York–Washington main line at Arundel to the track. Because it saw limited use, the spur was never electrified. The PRR kept part of the WB&A right of way, on which it built a wye to turn engines. Next to the race track, Pennsy built eight platform tracks.

Bowie was closed during World War II, but after it reopened in 1947, business started booming. Ten years later, in 1957, Bowie became the first track in the East to introduce winter racing. Normal yard ca-

capacity was eight trains, but more than once 10 trains were handled, using the tail of the wye for the storage of two trains.

Bowie's worst day came during a 48-day winter meet on a bitter-cold Thursday, February 2, 1961. A train out of Washington had already arrived. Next due was an 11-car special from Philadelphia. Powered by two E8 diesels, it made five stops along the way and was carrying some 300 passengers.

The speed limit on the lead track off the main line into the spur at Arundel was 15 mph—but the train

The racetrack spur is visible to the left of the E8.



GG1 4936 passes the wreck site at restricted speed with a train for Washington.



THE RACES

By William E. Hopkins • Photos by the author

was going much faster than that when it took the switch. The E8's derailed and toppled on their side down an embankment between the main line and the spur. The first two coaches followed the engines and were tilted as they left the track. The third, fourth, and fifth coaches derailed but remained upright. Six people died, and more than 90 received various injuries requiring hospital visits.

Press accounts listed the engineer as Howard W. Homer, 62, of Camden, N.J., who told officials he was doing about 30 mph and the

brakes failed to operate properly. The fireman was William C. Wyatt, 42, of Philadelphia. Neither was injured in the wreck.

Despite the shock of the derailment, many passengers made their way to the race track on foot. However, one more major unscheduled event was yet to come. During the eighth race, fire broke out in an empty grandstand annex, producing heavy smoke and causing the ninth and final race to be canceled.

The Pennsylvania kept a wreck derrick at Bayview Yard in Baltimore, but it was not available. To clear the

site, which was blanketed by snow after the accident, the PRR borrowed cranes from neighbors Baltimore & Ohio and Richmond, Fredericksburg & Potomac.

The Interstate Commerce Commission conducted tests and examined speed tapes and other equipment from the derailed train. Among the findings was that the train crossed the Patuxent River bridge, less than one mile from the point at which it left the track, at 62 mph. The ICC concluded that the cause of the wreck was excessive speed at the turnout to the spur. 📌

Wisconsin survivor

The East Troy Electric Railroad carries on a 105-year traction tradition • By Robert S. McGonigal



Milwaukee streetcar 846 (St. Louis, 1920) is eastbound at the first siding out of East Troy in May 2012. Two dozen years earlier, one of the South Shore cars (then numbered 1111 in honor of a TM interurban car) prepares to cross Highway ES into Mukwonago in June 1988.

Three photos, Robert S. McGonigal

At more than half a dozen locations from Maine to California, electric railway museums operate on former interurban rights of way. In most cases the lines were rebuilt after years or even decades of disuse, necessitating brush-clearing, track-laying, and of course erecting overhead wire.

Wisconsin's East Troy Electric Railroad (ETER), headquartered in its namesake village 35 miles southwest of Milwaukee, has never ceased operation as an electric line. ETER runs over the outer portion of an interurban line from

Milwaukee, one of five built north, west, and south of the city by The Milwaukee Electric Railway & Light Co. ("TM") or its predecessors. The first car arrived at East Troy on December 13, 1907. At Mukwonago, 6.3 miles east of East Troy, TM interchanged carload freight with the Soo Line. When TM's successor applied to abandon the line in 1939, the village bought the East Troy-Mukwonago segment in order to maintain freight service. A box motor and a side-dump motor remained as motive power.

As the Municipality of East Troy Railroad (METW), the line was all-electric until 1969, when a GE 45-ton diesel arrived to work a new, non-electrified industrial spur. A GE 80-tonner replaced this unit in 1982, and became METW's primary power. However, electric operation continued under the aegis of The Wisconsin Electric Railway Historical Society, which had moved its collection of equipment to the line in 1967 and was offering rides to the public. This group was succeeded in 1985 by the Wisconsin Trolley Museum (WTM). Ten years later, East Troy Railroad Museum purchased WTM's equipment and also bought the line from the village, which it operates today at the East Troy Electric Railroad. Although the connection at Mukwonago

with Soo successor Canadian National still exists, ETER handled its last freight cars (using an ex-TM steeple-cab) in 2003.

Today the railroad runs on weekends May through December, plus Fridays in June, July, and August. Most trains run between East Troy and the Elegant Farmer, a boutique grocery store 5 miles to the east; passengers may board at either location. At East Troy, a sturdy brick TM substation serves as depot, gift shop, and exhibit space. At the end of track is the carbarn. A vintage ice cream parlor across from the boarding area is definitely worth a visit. The ride itself is classic small-town and rural interurban.

About half of East Troy's 28 pieces of rolling stock are in service. Among these are 5 (out of 11 total) South Shore M.U.'s [see page 40], 2 of which were rebuilt in the 1990s for dinner-train service, offered on selected Saturdays. There are 8 TM pieces, including 3 locomotives and 2 Milwaukee city cars, but no interurbans. Other standouts are a North Shore coach and express motor (both not yet restored) and a 1912 Twin Cities streetcar. The gem is Sheboygan Light, Power & Railway 26, a 1908 wood interurban received in 1998 and beautifully restored in 2005.

Learn more about this remarkable survivor at www.easttroyyr.org. ■



Sheboygan Light, Power & Railway 26 (at the East Troy station in 2012) was a summer cottage on Lake Michigan until owners Dan and Carolyn Doedens donated it to East Troy and raised most of the funds for its restoration.

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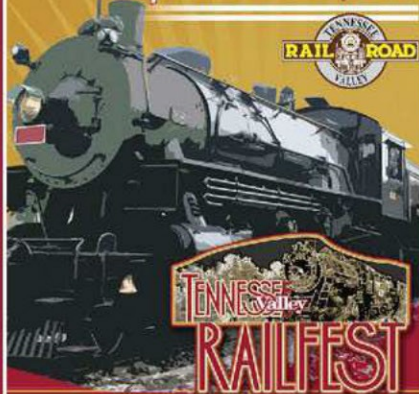
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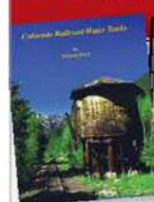
By William Reich

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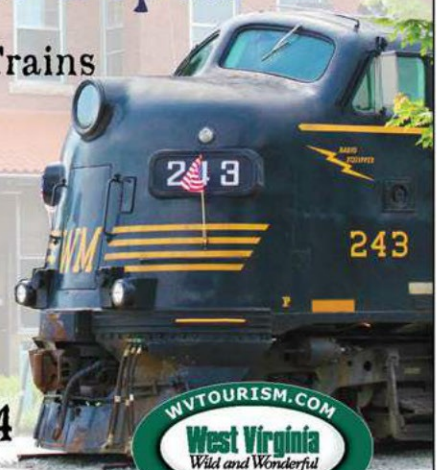


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Pennsy dinosaur tracks in Ohio

Or, the J1 that fell down and left a permanent record of its passing

Steam trains and their sights and sounds are burned into my memory. I grew up in Worthington, Ohio, just north of Columbus, in the 1940s and '50s. We lived three blocks west of the Pennsylvania Railroad's Sandusky Branch, which paralleled New York Central's Big Four Cincinnati-Cleveland line through town (today, Norfolk Southern and CSX, respectively).

Two blocks south of my street, South Selby Boulevard, both lines crossed Lincoln Avenue at grade. Four blocks north, the Sandusky line crossed the Big Four at the PRR-controlled Worthington Tower. (David P. Morgan and Philip R. Hastings gave a wonderful account of both these lines in steam in "The Mohawk that Refused to Abdicate and Other Tales," first published in September 1956 *TRAINS*, then in a 1975 Kalmbach book of the same title, and most recently in *CLASSIC TRAINS*' 2009 special publication *IN SEARCH OF STEAM, VOLUME II*.)

Through Worthington, the Sandusky Branch was a double-track helper district climbing out of the Scioto River valley in Columbus to Lewis Center, 6 miles north of Worthington. After that, it was a fairly level shot to Sandusky. The line ferried coal from Columbus off Norfolk & Western—some of which came from Virginian, Louisville & Nashville, and Chesapeake & Ohio origins—to Pennsy's Lake Erie docks at Sandusky. PRR's J1 and J1a 2-10-4s were working their last years, almost exclusively on this line, sprinkled with a few IIs 2-10-0 "Hippos" and H10s 2-8-0s. In 1956 they were supplemented by a dozen borrowed Santa Fe 5011-class 2-10-4s. PRR would finish steam operations in Ohio here in November 1957.

Northbound Pennsy drags were often stopped at Worthington for the Central's passenger and express runs, usually powered by Hudsons, Mohawks, and Niagaras. Starting these heavy PRR drags through the curves and across the diamonds always produced a grand show, especially if the train didn't have a helper. A single J1, weighing just under 1 million pounds with loaded tender, could handle 110 to 120 loaded 50-ton hoppers. Increasing numbers of 70-ton hoppers throughout the '50s, and occasional strings of N&W's 90-ton (until



North of Columbus, Pennsy J1 2-10-4 No. 6489 rattles the windows and interlocking pipes of Worthington Tower as it drags a Sandusky-bound freight out of the Scioto River valley in 1956.

John M. Malloy

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THE WAY IT WAS

1951) and Virginian's 105-ton "battle-ship" gondolas, often meant helpers—usually another J1, but sometimes an I1s, H10s, or a diesel. (On one occasion, a single F unit was helping a J at Worthington; after the NYC cleared, the diesel's engineer tried to start the train by himself before the J1's engineer even cracked his throttle, but the F unit just sat there spinning its wheels.)

I attended monthly Boy Scout meetings at Sharon Elementary School three blocks south of home, usually by walking. One summer evening in 1955 on such a walk I heard what sounded like an unassisted J1 on a drag, struggling more slowly than usual with an occasional slip of a driver revolution or more. The engineer whistled as required for Lincoln Avenue. Then, just a few exhaust beats later, the engine slipped wildly, regained a grip at lower speed, lost control again, caught again, slipped violently a third time, and finally stalled. I heard the engineer take in slack and make a couple more at-

EFFORTS TO RESTART THE TRAIN RESULTED IN VIOLENT SLIPPING, WITH THE DRIVERS RIMMED IN FIRE AND THROWING SPARKS.

tempts to restart, with the same result.

By this time I'd decided this was going to be more interesting than the Scout meeting, so I turned east at Lincoln to the tracks. I noticed immediately that the train was running "wrong main" on the track normally used by southbound empties, which had lighter rail, poor cinder ballast, more loose joints and spikes, and rotting ties.

The crew was still trying to restart the train, which kept resulting in violent slipping, with all 10 driving wheels rimmed in fire and throwing sparks back the length of its long, low tender and beyond. The stoker was running constantly, as were the sanders, but with each loss of traction, it seemed a lot of the coal was being ejected from the stack, unburned. J1's were rated at about 96,000 lbs. tractive effort, and, as built, boosters raised that to about 115,000. By 1955, most had lost their boosters to save on maintenance, and that extra 24,000 lbs. of tractive force might have made the difference.

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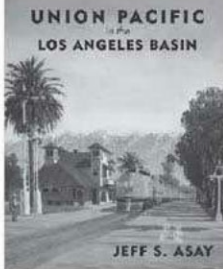
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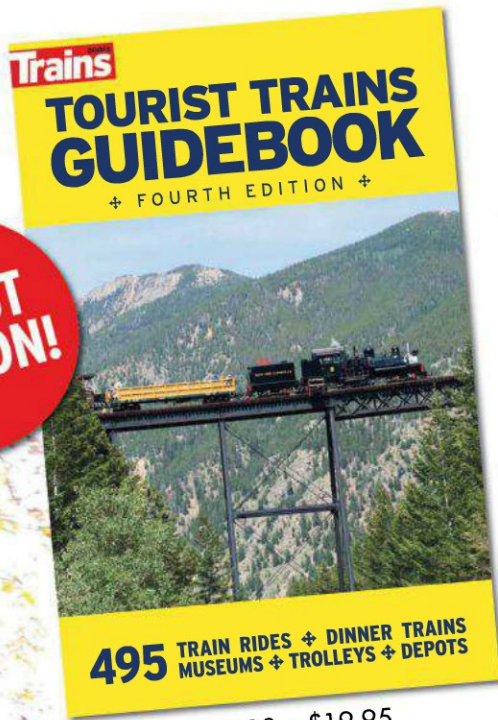
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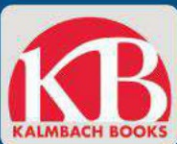
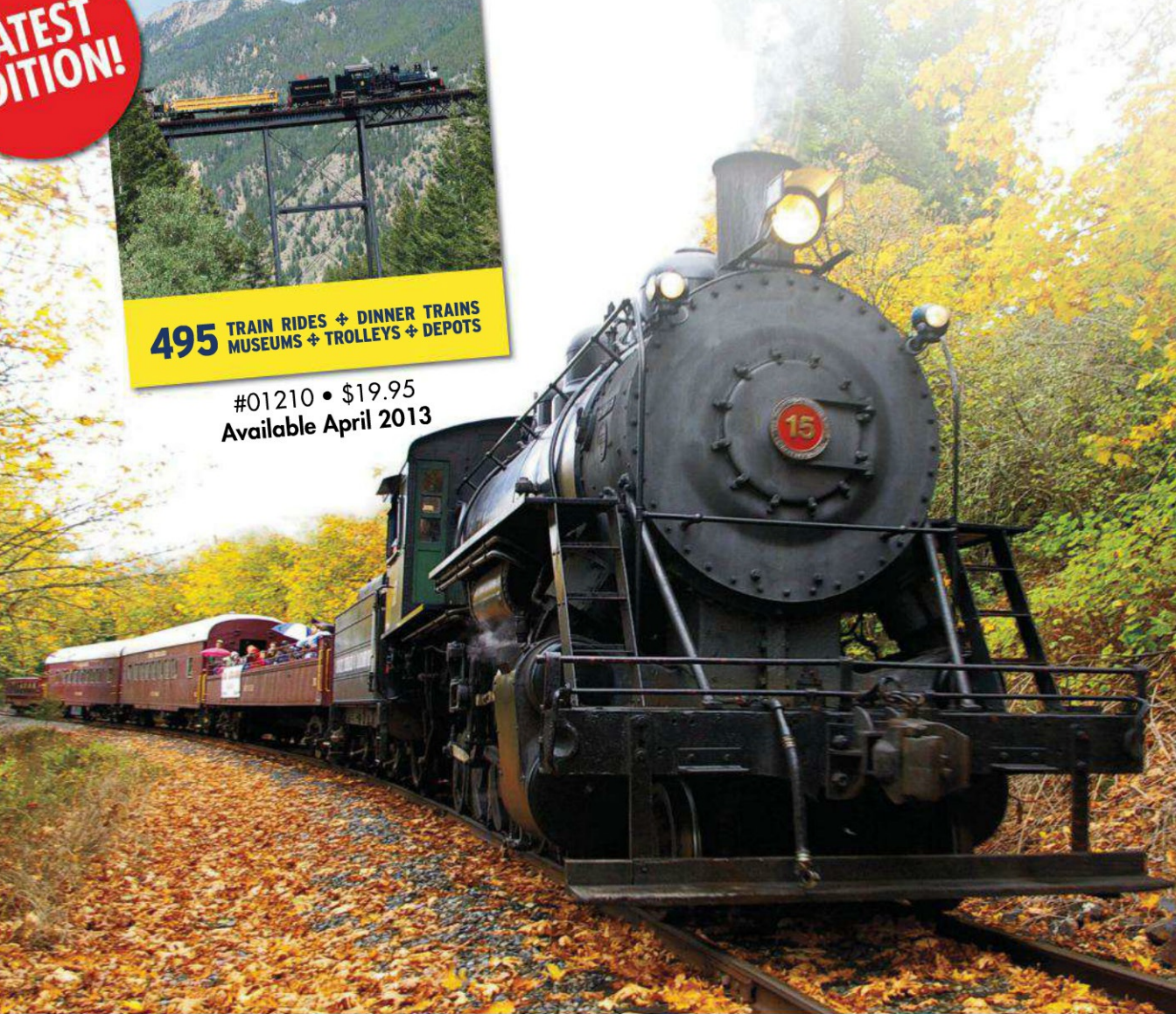
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Finally, after about seven or eight failures to restart the train, each resulting in a glorious fireworks show, the crew let gravity pull the train back a few car-lengths to clear Lincoln Avenue. The head brakeman climbed down off the tender to direct auto traffic around the gates. The Worthington Tower operator apparently called for help, since the engine had no train phone. Soon another J1 with southbound empties stopped at the NYC crossing, cut off, and came down to couple pilot-to-pilot to its stalled sister.

Both head-end crews were angry. I was on the engineer's side of the new helper. Its hogger—only 10 miles from home, a cold beer, and a new TV set—shouted his frustration, well-peppered with four-letter words. With both engineers coordinating their movements with hand signals and shouts relayed by their firemen, they finally got the train moving. I assume the helper crew went tender-first north to the end of double track at Lewis Center, then ran back south light to its train to complete the trip home to Columbus.

It was beginning to get dark as the train started moving again, but I stayed until after the cabin car passed. I walked over to inspect the track where the J1 had lost its grip and saw that both rails had numerous indentations in them, evenly spaced, five to a side, in six or seven series, where steel had been ground down and thrown off as sparks. I guessed the engine's driver tires probably had been reduced in diameter slightly as well.

Like the ancient beasts that left their footprints in sand that turned to rock, those J1 "dinosaur footprints" remained in those rails for 10 years until the N&W purchased the line in 1964 and completely rebuilt it with welded rail. Almost every year until then, I went to check out these "fossils." On my second visit, I measured between the centers of one set of concave dents and, sure enough, the center-to-center length was exactly the distance between driver axles on the J1 spec sheets.

I never made it to Scouts that night, but I never regretted or forgot witnessing one of the "greatest shows on Earth." I do regret not having had my Kodak Brownie or a note pad to record the engine numbers or the exact date. The last J1 died in November 1957, but, like the dinosaurs before, this species of giant had also left its indelible mark on the local landscape.—Ryan Hoover

On calling stations . . . and cows!

Doing "double duty" on the Milwaukee Road

Sixty-odd years ago, I was a youth living in Palmyra, Wis., where my father, Ben Eller Sr., was the station agent for the Milwaukee Road. Palmyra, 42 miles west of Milwaukee, was on the Madison Division, the original line to the state capital via Milton and Janesville. When I was 12, I got braces on my teeth and made bimonthly trips into Milwaukee to the orthodontist. Since Dad was a railroader, I "rode the pass," and after a few trips I got familiar with the station stops and schedule times of the Janesville-Milwaukee locals.

I also got to know the crews well, and after a few trips I somehow talked conductor "Paddy" Smith into letting me call out the stations between Palmyra and Milwaukee and "throw the stool" (put down the stepbox) at the stops. It

could be said that I was the Milwaukee Road's youngest "trainman."

One of my proudest days was when my oldest brother, Bill, then a lieutenant in the Air Force, came home on a weekend pass from San Marcos Air Force Base in Texas. He caught a hop to Selfridge AFB near Detroit, then came home by train on the New York Central to Chicago, a *Hiawatha* to Milwaukee, and the "puddle jumper," as we liked to call it, to Palmyra.

I also "trained" under the tutelage of conductors "Chick" Knight and Bill Warren, but my career as a "stool-tosser" was short-lived, as a few months into it, the baggageman, "Jiggs," turned me in to the trainmaster, who told Paddy I would have to stop, lest I make a mistake in calling a station or get hurt throwing the stool.

Paddy, much aggrieved when he had



William D. Middleton

Routine morning at LAUPT

Streamliners coming and going at Los Angeles

The gray morning of October 8, 1955, finds a recent arrival and an impending departure at Los Angeles Union Passenger Terminal. On the right is the deep-windowed observation car of Southern Pacific train 3, the *Golden State*, due to arrive from Chicago at 7:30. At left, scheduled to depart Los Angeles at 8:15, is Santa Fe F7 No. 311 at the head of train 72, the first of four daily *San Diegan* round trips down the "Surf Line" along the coast.

to break the news to me, said he told the trainmaster, "Make a mistake? Hell, the kid knows the stops better than I do!"

Shortly afterward, it became moot, as Dad bid into the Agent-Telegrapher job at Richland Center, in west-central Wisconsin at the end of a branch from Lone Rock, on the Madison-Prairie du Chien line. The good news? Our relocation gave me a whole new set of trains to ride, the four mixed runs on the branch.

I did go on, however, to become perhaps the only person in the U.S. to serve as both a "kid trainman" and a "cow-caller" for the same railroad. A few winters after our move, I was going home to Richland Center from Iowa City, where I was attending what was then known as the State University of Iowa. My routing was strictly "accommodations"—a bus to Dubuque, the Burlington Route up to Prairie du Chien, and Milwaukee train 32 to Lone Rock. No. 32 was the daily-except-Sunday morning local from Marquette, Iowa (across the Mississippi River from Prairie du Chien), to Madison.

Not 20 miles from Lone Rock, just after we left the Blue River station, we sud-



Milwaukee Road's Janesville-Milwaukee local 308 leaves its Brookfield stop on June 30, 1949.

Jim Scribbins

denly stopped. Despite some clanging of the bell and shrill toots on the locomotive whistle, we remained motionless. Soon a trainman came through and announced there was a cow on the track ahead of the train that seemed to think all the noise was merely a show for her benefit, and was not budging.

Having worked on a local farm a few years before, I knew the measures to be taken in this situation, so I jumped off the train—into a foot-and-a-half-high snowdrift—and struggled over to the nearby highway. Then I began the mournful call, *C'boss, c'boss*. Now that somebody was talking her language, in-

stead of just making a lot of noise, Bossy decided to follow me up the track, toward her presumed home. Unfortunately, 20 feet before the driveway to the barn, there was an open-deck cattle guard bridge. Nevertheless, with some more friendliness and a little coaxing, I got the balking bovine to go down the bank by the bridge and up into the farmstead.

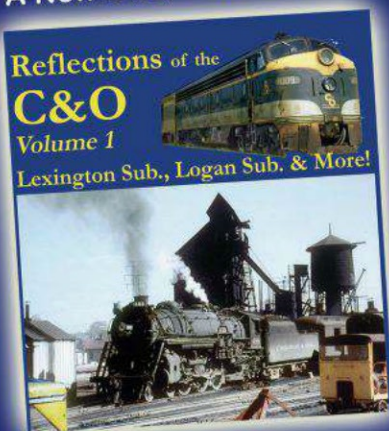
As the train pulled by, I swung aboard, grateful that I knew how to call cows. Not knowing about "time slips," I was never compensated by the railroad, or even recognized by the local superintendent, so I had to settle for just the gratitude of the crew.—Bruce Eller ■

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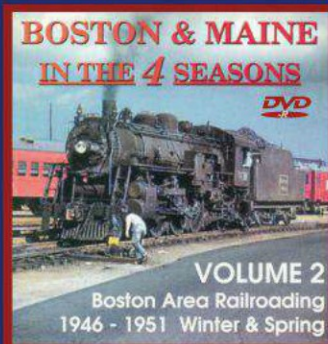
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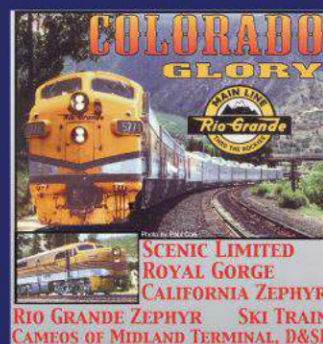
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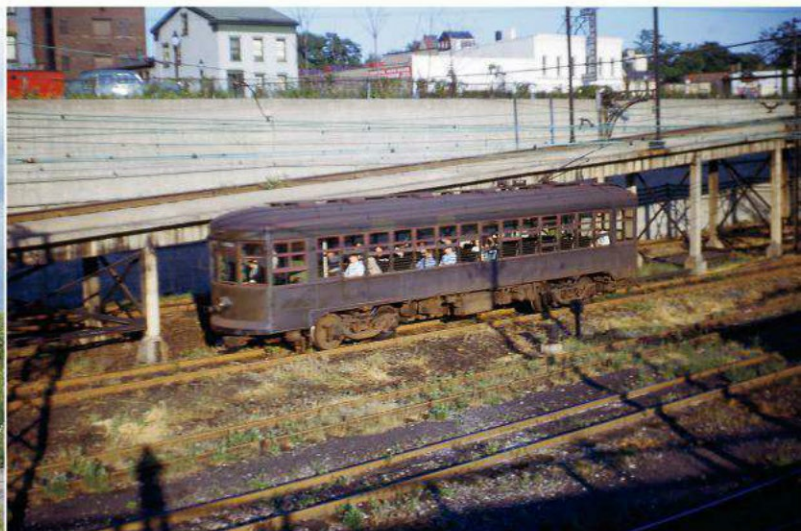
Rochester's trolley 'subway'

What to do with an abandoned canal bed through the heart of town? That's the question Rochester, N.Y., faced a century ago when the Erie Canal was being replaced by the New York State Barge Canal, which skirted the city. As early as 1911 a highway was proposed, but in 1921 the city purchased the right of way in order to build an electric railway that would provide freight service to the many industries that had grown up along the canal. The new line would also host the four interurban railways serving Rochester, whose big, heavy cars were regarded as a menace on the city streets. By the time the Rochester Industrial & Rapid Transit Railway (known as the "subway" for its 1 mile of covered track downtown, where 2 of the line's eventual 22 stations were located) was opened in December 1927, the interurbans were winding down. After 1931, only freight trains and lightly patronized, 1902-vintage local trolleys used the increasingly rundown subway, prompting renewed calls for a highway. A renaissance occurred when City Commerce Commissioner

Harold S. W. MacFarlin began advocating for the subway. The centerpiece of an improvement program was the arrival in 1938 of a dozen high-speed steel cars built by Cincinnati Car Co. in 1916 for the New York State Railways. Ridership increased, then skyrocketed during World War II, only to plummet after the war. Rochester Transit Corp. ended passenger service on July 1, 1956, and exited the freight business on September 1, 1957, after which diesels of the area's Class 1 railroads served the diminishing number of customers. A road was built on much of the right of way. At right, car 46 is inbound at Elmwood Avenue in the Town of Brighton in May 1956; operation was left-handed with center island platforms. Below left, car 58 stands at the Rowlands loop, east end of the 13-mile line, not long before the end of service. Below center, westbound car 54 is about to enter the underground trackage at Court Street in June 1949. Below right, again at Court Street, locomotive L-1 (one of the system's two freight motors) works the Lehigh Valley interchange around 1952.



R. W. Gibson, Krambles-Peterson Archive



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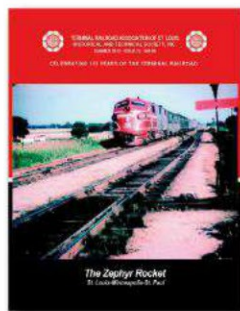
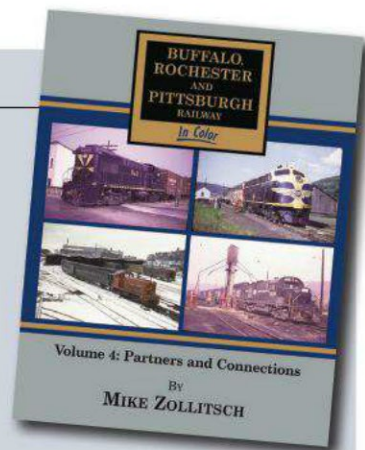
READY TRACK Reviews of new products

FIRST OUT

Buffalo, Rochester and Pittsburgh Railway in Color, Volume 4: Partners and Connections

By Mike Zollitsch. Morning Sun Books, 9 Pheasant Dr., Scotch Plains, NJ 07076; www.morningsunbooks.com; 8½ x 11 inches, hardcover, 128 pages, \$59.95.

Many “classic era” systems had little-remarked line clusters in “far corners,” off the beaten path. BR&P, which evolved from several roads, was B&O’s; as the Buffalo Division, its final steam years are illustrated in CLASSIC TRAINS’ 2013 special edition STEAM GLORY 3. B&O’s BR&P lines, though, are enjoying detailed scrutiny in a series of color photo books, of which this is fourth of a planned five, all by author Zollitsch. Earlier volumes covered New York, Pennsylvania Middle Division, and Pennsylvania Pittsburgh Division, and the fifth will cover the lines as B&O proper. As in all Morning Sun color productions, Volume 4’s 260 photos are reproduced well. Most interesting is the variety, from rare Erie Railroad steam to Lehigh Valley PA’s to Alcos of New York Central (in another “far corner”) to shortline Baldwin and EMD switchers, even a Chinese 2-8-2 on tourist pike Knox & Kane. The maps and historical text help, and structures and bridges are not ignored. If this region’s railroads interest you, check out this series.—*J. David Ingles*



The Zephyr Rocket

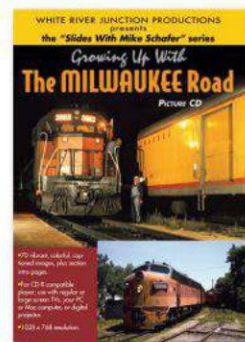
Edited by Larry Thomas. Terminal Railroad Association of St. Louis Historical & Technical Society, Inc., P.O. Box 1688, St. Louis, MO 63188; (314) 535-3101; www.trra-hts.raifan.net; 8½ x 11 in., softcover, 166 pages, \$40.

Each year, the TRRA H&TS publishes a softcover volume on a train or trains of one or more of the 17 Class 1 roads that served St. Louis Union Station in the “classic era,” or on the terminal railroad itself. The annual, which the group terms a “magazine” but under the editorship of Larry Thomas has grown to become an excellent reference book, is included in society membership. This year’s subject is the joint Burlington Route-Rock Island *Zephyr Rocket*, introduced in 1941 as a streamliner but which proved to be a stepchild of both parents. The train was perhaps unique and served a route basically without competition until discontinuance in 1967; Pullmans lasted until 1958. The book covers far more than just the train itself, with car consists and diagrams, track diagrams, and depot data and photos for towns along the entire route, up to and including St. Paul Union Depot and Milwaukee Road’s Minneapolis station. TRRA H&TS offers back issues, dating from Issue 39 in 1996 to this one, Issue 74. Next up is the Clover Leaf Route and the Nickel Plate in St. Louis, for fall 2013.—*J.D.I.*

Growing Up With the Milwaukee Road

Images by Mike Schafer. White River Junction Productions, P.O. Box 129, Lee, IL 60530-0129; www.whiteriverschaf.com; 78 images; compact disc, \$17.95.

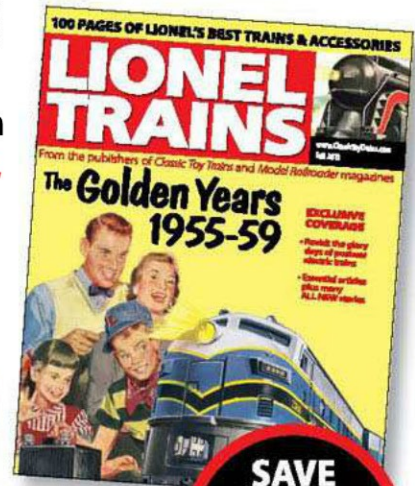
One of the most talented and prolific color-slide shooters to come on the scene in the mid-1960s, Mike Schafer has begun releasing his photos on compact discs. First in the “Slides with Mike Schafer” series is this set of 70 Milwaukee Road images, spanning from 1965 to about 1971. As Schafer hails from Rockford, Ill., most of the pictures are from the many MILW lines in northern Illinois and southern Wisconsin, although a tantalizing few show the electrified district in Montana. Among the subjects on view are E and F units, *Hiawathas* and UP *City* trains, FM cab and hood units, and branch lines. Each image is captioned, and a “title slide” of text introduces each section. Other CD’s in the series, viewable on a personal computer or a TV screen through a DVD player, cover the C&NW and Illinois Terminal.—*Robert S. McGonigal*



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www.RailGiants.org 909-623-0190

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LEADVILLE COLORADO & SOUTHERN
326 East 7th

2012 Schedule: May 26 - June 15 one trip at 1:00 pm. June 16 - August 17 departures at 10:00 am and 2:00 pm. August 18 - October 7 (weekdays) one trip at 1:00 pm. August 18 - October 7 (weekends) departures at 10:00 am and 2:00 pm. Sunday Morning 3 Hour Trip to the top June 17 - August 12. Spectacular trip travels into the high Rocky Mountains, the railroad follows old C&S roadbed & 1893 restored depot. Family friendly, pets allowed. For more info visit our web site.

www.leadville-train.com 1-866-386-3936

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Colorado Railroad Museum
17155 W 44th Avenue

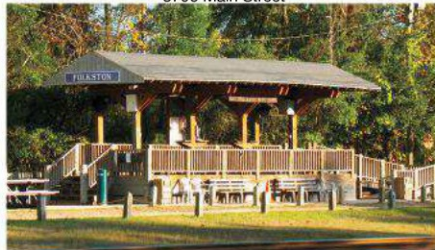


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www.ColoradoRailroadMuseum.org 800-365-6263

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www.febt.org 814-635-2388

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www.nationalrrmuseum.org 920-437-7623

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WYOMING Cheyenne
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INTERURBAN CAPITOL

America's interurban network was thickest in Ohio, Indiana, southern Michigan, Illinois, and southeastern Wisconsin. Fittingly, it was near the center of this area that the greatest of all interurban stations arose, the Indianapolis Traction Terminal. Built in 1904 a half block from the Indiana State Capitol, the terminal consisted of a nine-story headhouse designed by Daniel Burnham's firm (architects of many major buildings including union stations in Chicago and Washington, D.C.) and a trainshed spanning nine through tracks that served all the city's major interurbans. The building's ground floor contained ticket offices, a waiting room, and

retail stores. In the eight stories above were the headquarters of several interurban lines as well as other offices, including those of the Central Electric Railway Association, a trade organization for Ohio, Indiana, and Michigan lines. Operated by the Indiana Traction & Terminal Co., the station in 1918 handled 128,145 trains carrying 7.5 million passengers. It was mostly downhill from there, and the last car departed in 1941, nine years after this photo. Buses used the terminal after that, but they had all pulled out by the mid-1960s. Despite an effort to preserve it, the trainshed was demolished in 1968, and the headhouse came down in '72. 📌

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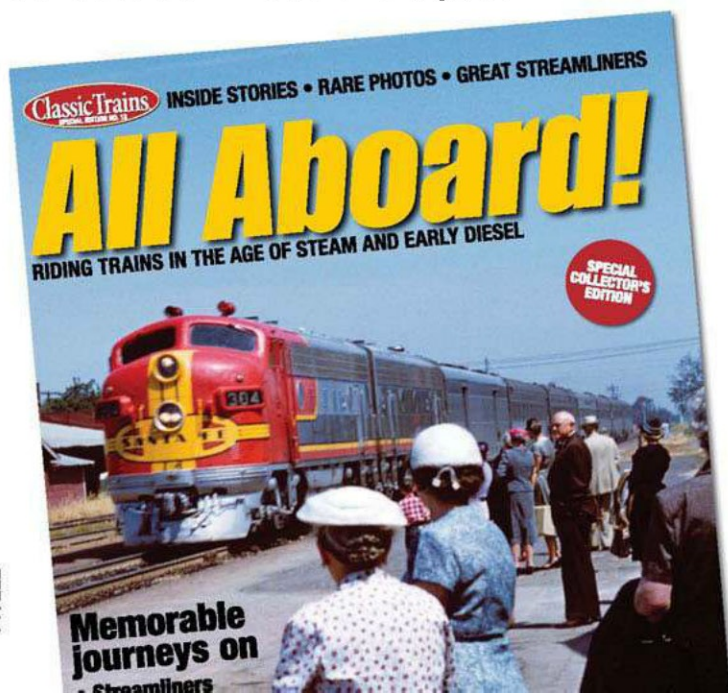
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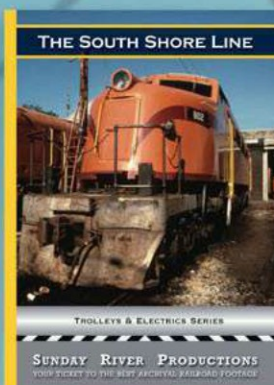
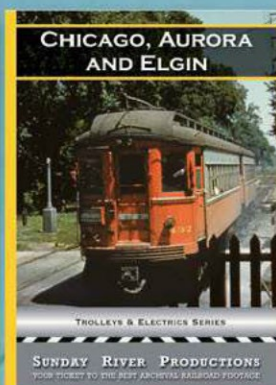
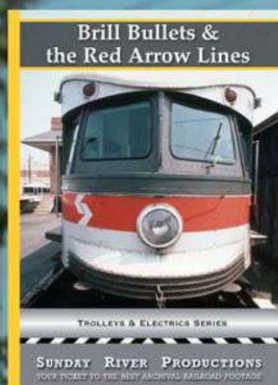
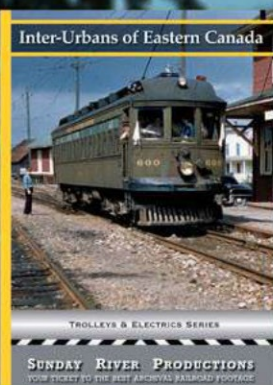
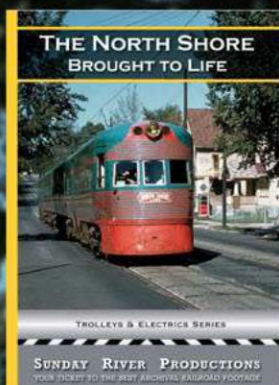
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